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Wheel Jam Truck Show 20 Years Of Spinning Wheels And Turning Heads!



The 2023 Wheel Jam was truly a spectacular truck show - beautiful weather and glorious Big Rigs! Turn to pages 12 & 13 for the story and more photos. - Photo by Pam Pollock -

Smith Transport Honors Drivers of the Year



L to R: Ron Wilson – Smith Transport Over the Road Driver of the Year, Todd Smith – President of Smith Transport, Paul Storm – Walmart Dedicated Driver of the Year. - photo by Pam Pollock -

By Pam Pollock
ROARING SPRING, PA... Smith Transport recently honored their Drivers of the Year at a special awards ceremony held at their corporate office in Roaring Spring, Pennsylvania. Management, Staff, and Professional Truck Drivers

gathered together in celebration of the success of these two deserving Drivers.
Ron Wilson of Auburn, New York was named the 2022 Smith Transport Over the Road Driver of the Year. Ron began driving for Smith back in 2002 and has 2 Million+

Safe Driving Miles.
Paul Storm of Altoona, Pennsylvania was named the Walmart Dedicated Driver of the Year. Paul began driving for Smith in 1991 and has 3 Million+ Safe Driving Miles.
Todd Smith, President of continued on page 25

American Bulk Commodities Honors Drivers



R&J Trucking Professional Truck Drivers and Management gathered for a photo during the Safety Awards Banquet. – photo by Pam Pollock -

by Steve Pollock
BOARDMAN, OH.... American Bulk Commodities, parent company of R&J Trucking, John Brown Trucking, Southern Haulers, and DSI Transport held Safety and Awards Banquets on April 29th to

recognize and honor their drivers for their safety and longevity at the company.
A breakfast banquet was held at the Holiday Inn in Boardman, Ohio to honor the Safe Drivers of R&J Trucking with cash awards being distributed

to deserving Professional Truck Drivers. President Mark Carroce addressed the attendees, stating that while the economy and rates had softened, there is still plenty of work available. Former U.S. President continued on page 2

American Bulk Commodities Honors Drivers



The Safe Drivers at John Brown Trucking. - photo by Steve Pollock -



L to R: Dispatcher Chase Rodgers, Mark Pacai – Million Miler, and John Brown Trucking Terminal Manager Harry Frelin. - photo by Steve Pollock -

of actual incidents showing close calls with inattentive and reckless drivers (mostly 4-wheelers) that were captured on R&J Trucking dash mounted cameras. He reminded drivers that the safety dash cams helps both the driver and company avoid unnecessary and costly litigation. Many of the videos were shocking, to say the least. Andy reminded drivers to take their time and be aware so they "don't ever have to look back say – what if?"

The following R&J Drivers were recognized for their safe driving achievements and longevity at the company:

- 1 Year: Robert Hudson, Jr.; Pedro Salinas; Travis Barr; Gregory Woak; James Soker
- 2 Years: Joshua Dominick; Travis Stewart; Leonard Platt
- 3 Years: Anthony Geraci, Jr.; Richard Johnson; Nicholas D'Amico; Nicholas Osborne; Paul Hilbig
- 4 Years: Gary Chick; Jürgen Starr
- 5 Years: Ceannonie Hones; Paul Smith; James Morrow
- 6 Years: James Burney, Sr.; Donald Kimble; David Salinski
- 7 Years: Robert Cashman; Michael Manse
- 8 Years: Jarrett Quarles; John Miller
- 9 Years: Shawn Byers;

Bryan Hicks

- 10 Years: Carey Lashansky; Scott Hart; Steven Sturges; Charles Jones
 - 11 Years: William Fialkowski; James Trube
 - 12 Years: Roy Weamer
 - 14 Years: John McMillion
 - 15 Years: Matthew Desellem; Charles Phillips; David Packard
 - 19 Years: Brad Drushel
 - 22 Years: James Tulip; David York, Jr.; Leonard Pieri
 - 24 Years: Chad Krenn; Robert Weikart
 - 25 Years: Kenneth Cappitti
 - 27 Years: James Niddel
 - 1 Million Miles – William Fialkowski
 - 2 Million Miles – Terry Gregory
- Simultaneously, John Brown Trucking of Portersville, Pennsylvania, a subsidiary of American Bulk Commodities, held their Safety and Awards Banquet at the Country Kitchen Restaurant in Portersville, PA. Terminal Manager Harry Frelin addressed drivers, stating "John Brown drivers are doing a great job with not only safety, but with newly implemented electronic dispatch application. John Brown drivers logged 1,667,202 miles in 2022 with 0 at fault accidents. With the national average continued on page 10

continued from page 1

Trump's commitment to America brining back manufacturing and creating jobs has really helped. In the past 5-10 years, the investment in America's steel industry has been good for the country, as well as the trucking industry. Costs have continued to rise on all fronts, from diesel fuel to the price of new equipment. Presently a new Triaxle is around \$192,000 and an End Dump is around \$300,000, however, the company continues to invest in new equipment.

Safety Director Andrew "Andy" Strayley presented a video that was a collection



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OFF THE BEATEN PATH

BY PAM POLLOCK

Ramblin' On...

The past two months have been busy for me, I've been traveling around to media events in Texas, South Dakota and the central part of Pennsylvania. I'm not a savvy traveler – and if I am driving, I tend to get lost very easily and very frequently. When I bought my Chevy SUV back in 2015, I was ecstatic that it was equipped with OnStar, and I gladly paid that monthly fee for years. And then tragedy struck at the end of 2022 when OnStar notified me that my vehicle was not equipped to handle the 5G network that was ushered in and the rat \$&!*@#s pulled the rug out from under me and I was left to fend on the highways by myself, so I went out and purchased a Garmin.

In May, I flew to Texas for the Peterbilt 589 Reveal. I toured the Peterbilt plant in Denton and the day after the Reveal, I was bussed to the Texas Motor Speedway where I had the opportunity to test drive the new 589. Now, I will confess that I am not a great driver. I had zero plans on getting behind the wheel of a big rig. I mean come on man; I'm living large driving a SUV. But my husband kept telling me that I HAD to drive that 589. He was texting me from home while I was in Texas saying, "Just do it!" And so, I found myself standing on the race-track in the early morning and I thought to myself, "What the heck. You only live once..." And so, when the Peterbilt staff asked if any of the media wanted to get behind the wheel, I belted, "I do!"

And I climbed up in that cab and thought I was going to have a heart attack. I looked over at David and said, "I think I made a mistake. I don't think I can do this."

David was a very calm and cool dude. He talked me down from the ledge and coached me on how to get that truck around the track. I have to mention that the Peterbilt 589 that I drove was automatic because I cannot drive a manual transmission. I maneuvered the truck around the other parked trucks and away we went. I did fairly well until I came to a curve in the track, and I panicked and hit the brakes. And I mean, I literally HIT the brakes. I was wearing a seatbelt, but I still went for a little sail. I giggled in embarrassment. David told me I was doing great. David was lying... He asked me if I wanted to go around the track again and I found myself saying, "Sure! Why not?" And son-of-a-gun, I got to that

blasted turn again and I panicked again and well, you know what I did. David was very kind and said that the brakes can be a little touchy. He did not ask me if I wanted to go around the track a third time. I was pulling up to where the row of 589s were parked and yeah folks, I panicked and hit the freakin' brakes for a third time and poor David lurched forward and I calmly looked over at him and said, "David, maybe you should put on your seatbelt." David just smiled and told me I could leave the truck where it was and so I put it in park and crawled down from the cab and did the walk of shame in front of the assembled Peterbilt staff and fellow media colleagues, who were trying hard not to chortle.

My Uber driver Michael arrived soon after to take me to the airport. He took a wrong turn and went through the Speedway tunnel and almost drove onto the racetrack with the Big Rigs. We had a lovely conversation on the 35 minute ride to the airport. He shared that he was from Vietnam, his father was in the military during the Vietnam War and his Mom didn't want to come



The new Peterbilt 589 takes a lap around the Texas Motor Speedway during the Reveal.



I took the new Peterbilt 589 for a spin (or two) around the track!

back with him when the war ended. Later, Senator John McCain worked to get Michael, his Mom and his brother over to the USA. We then turned the conversation to more lighthearted chatter, and I told him that I like to watch TV in my underwear. When I was dismounting from his car, he

came around and hugged me and told me that I had made his day and that he couldn't wait to go home that night and tell my stories to his wife. Ummm... thanks, Michael, I do strive to keep everyone entertained. We stopped short of exchanging addresses for sending Christmas cards, which I now regret not doing.

In early June I flew to Sioux Falls, South Dakota and then rented a car to drive to Huron for the Wheel Jam Truck Show. I found myself behind the wheel of a 2023 Toyota Camry Hybrid. I had brought along my trusty Garmin. I did great on the two hour drive to Huron until I arrived at my hotel, and I went to take the keys out of the ignition. But they wouldn't come out. And I kept getting a ding, ding, ding sound and a message would flash up, "Check the back seat. Check the back seat." All that was in the back seat was my suitcase. I spent 10 minutes sitting in that dang Toyota turning the car on and off and the

key would not dislodge. I dug around in the glove box and found the owner's manual still shrouded in plastic wrap, which I hastily removed. I could not find any instructions to help me. I tried Googling but I don't do so well seeing anything on that little iPhone screen. In frustration, I called my friend Tina back in Pennsylvania. Her husband is a manger of a Toyota dealership and she recently retired from there. I begged her for help. Tina's a miracle worker, and she told me what to do and Huzzah! I got the key out of the ignition. You have to twist and push the key to remove it. She also told me that the "Check the back seat" message was a new safety thing that sounds when there is weight on the back seat and you attempt to leave the car, it's telling you to make sure there is not a child back there.

On the way home, back at the Sioux Fall Airport, I went through security with my suitcase and backpack. I had all kinds of camera gear in both bags, and I did some desperation souvenir shopping at a conve-

nience store in Huron because I could not find any gift shops. My bags were stuff with Jack Links jerky, freeze dried salt water taffy, and bags of chips. I know, I'm weird. The TSA Agent asked me if I had any food in my bags, which was the first time I ever had that question asked. I honestly said that I did. She asked me this as I was pulling out my laptop and taking off my shoes. "You'll have to take all of the food out of your bags," she said. I said, "You have got to be kidding me. Are you serious?" She assured me that she was indeed serious. "Well, I have a lot," I said.

She watched in amazement and maybe a little bit of horror as I filled up one of those bin trays full of snacks. I had my suitcase laying up on the conveyor with its contains splayed open to the world. She made me put my telephoto camera lens and my Garmin in a bin but said the camera, flash, and 6 lithium batteries could remain in the suitcase.

I was still pulling out candy and chips and she peered into my suitcase and said, "What else do you have in there?!" as she pointed to a bag that was tied up. "My dirty underwear," I retorted. "Do you want me to put that in a bin for you, too?" She backed away rather rapidly and told me that would not be necessary. I finally made it through security and got my shoes back on and it took me about 10 minutes to repack everything. I found a souvenir shop in the airport and with some finagling at the gate seating area, I was able to stuff some legitimate souvenirs in my bags.

And I think I've "rambled on" enough for this month, so I'm gonna spike the brakes on this column.



I had quite the experience with my rental car in South Dakota!

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CVSA's Brake Safety Week Scheduled for Aug. 20-26

Washington, DC... The Commercial Vehicle Safety Alliance (CVSA) has scheduled this year's Brake Safety Week for Aug. 20-26 with a focus on brake lining/pad violations.

During Brake Safety Week, commercial motor vehicle inspectors highlight the importance of brake systems by conducting inspections of their components and removing commercial motor vehicles found to have brake-related out-of-service violations from our roadways until those violations are corrected.

Throughout Brake Safety Week, CVSA-certified inspectors will conduct their usual inspections; however, in addition, they will be reporting brake-related inspection and violation data to the Alliance. CVSA will compile that data and publish a press release this fall with the results.

"The focus of this year's Brake Safety Week is on the condition of the brake lining and pad," said CVSA President Maj. Chris Nordloh with the Texas Department of Public Safety. "Brake lining and pad issues may result in vehicle violations and could affect a motor carrier's safety rating."

When inspectors

conduct the brake portion of a Level I or Level V Inspection, they will:

- * Check for missing, non-functioning, loose or cracked parts.

- * Check for contaminated, worn, cracked and missing linings or pads.

- * Check for S-cam flipover.

- * Listen for audible air leaks around brake components and lines.

- * Check that slack adjusters are the same length (from center of S-cam to center of clevis pin) and the air chambers on each axle are the same size.

- * Ensure the brake system maintains air pressure between 90-100 psi (620-690 kPa) and measure pushrod travel.

- * Inspect for non-manufactured holes (e.g., rust holes, holes created by rubbing or friction, etc.) and broken springs in the spring brake housing section of the parking brake.

- * Inspect required brake system warning devices, such as anti-lock braking system (ABS) malfunction lamp(s) and low air-pressure warning devices.

- * Inspect the tractor protection system, including the bleedback system on the trailer.

- * Ensure the breakaway system is operable on the trailer.

Brake safety awareness,

education and outreach are major elements of the Brake Safety Week campaign. CVSA has outlined the brake-system inspection procedure (noted above) so that drivers and motor carriers know exactly what inspectors will be checking during roadside inspections. This transparency aims to remind drivers and motor carriers to take proactive steps to ensure their commercial motor vehicles are safe and compliant with Federal Motor Carrier Safety Regulations. Improperly installed or poorly maintained brake systems can reduce the braking capacity and stopping distance of trucks or buses, which poses a serious safety risk.

- * Check CVSA's vehicle inspection checklist for details on the brake portion of a Level I and Level V Inspection.

- * Download our 2023 Brake Safety Week flyer for 10 tips on keeping your brake lining/pad healthy.

- * View the inspection procedures.

- * View previous brake-safety campaign results.

- * Check the latest inspection bulletins. Currently, there are eight in the brakes category. Inspection bulletins provide important information to

Trucking Cares Foundation Donates

\$25,000 to Virginia Task Force-1



Trucking Cares Foundation Chairman Phil Byrd, with ATA President and CEO Chris Spear and TCF President John Lynch present a check for \$25,000 to Battalion Chief Jeff Lewis of Virginia Task Force-1.

augment the existing inspection program.

CVSA's Operation Airbrake Program is dedicated to improving commercial vehicle brake safety throughout North America. The goal is to reduce the number of highway crashes caused by faulty braking systems on commercial motor vehicles by conducting roadside inspections and educating drivers, mechanics, owner-operators and others on the importance of proper brake inspection, maintenance and operation.



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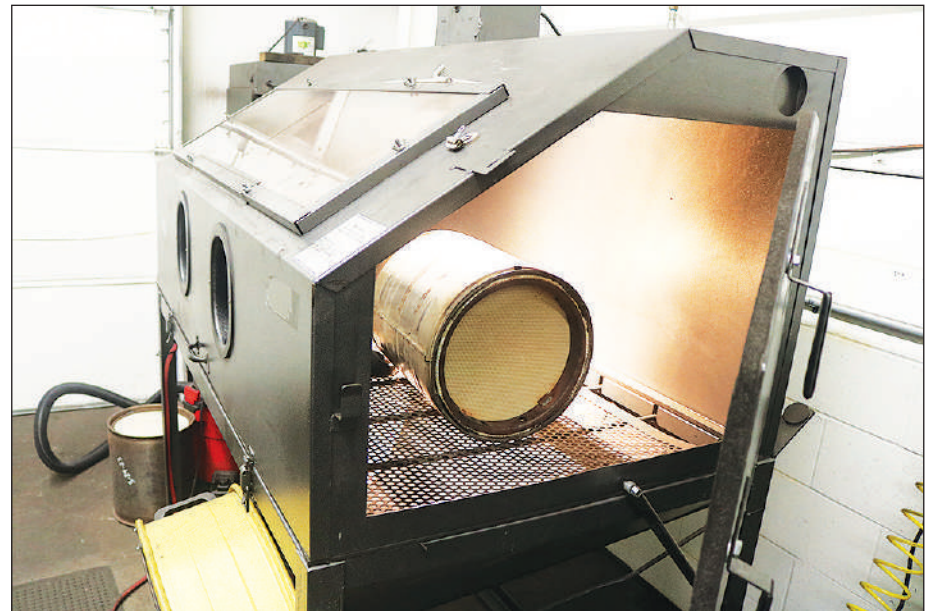
DPFs & Max Mileage

During my initial experience with DPF cleaning, I encountered some filters that had a pinkish tint. Various factors could contribute to this occurrence. However, I discovered that the most common reason was the use of a product called Max Mileage. Interestingly, when DPFs were cleaned with Max Mileage,

they appeared to be in excellent condition, with finer ash content and looser ash. Additionally, the ash and soot didn't adhere as strongly to the cell walls of the substrate. Upon further investigation, I learned that Max Mileage operates at a lower combustion temperature. This lower temperature helps prevent DPF

cracking, melting, excessive pressure buildup in the cells, and face plugging. As you can imagine, the cost of replacing a DPF and DOC is significant. Once the precious metals in a DOC are depleted due to high heat, pressure, or face plugging, they cannot be restored.

In my experience of cleaning hundreds of DPFs



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and DOCs, I have never encountered a failure in those that faithfully utilized Max Mileage. While sharing this information might mean less cleaning work for me, it could save you money. Additionally, suppose you regularly use Max Mileage and have your filter cleaned by DPF Alternatives (referred to as stage 5 cleaning). In that case, you receive a lifetime warranty for the usable lifespan of the filter.

Indications of a malfunctioning DPF include:

1. Black soot on the outlet side or clean side of the filter.
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3. The pin test producing inconsistent results, with the pin going all the way through the DPF.
4. A light test revealing bright light passing through the cells.
5. Visual signs of stepping or cracking on the substrate's surface.

At DPF Alternatives, we thoroughly test for all these

issues. Our stage 4 and 5 cleaning process incorporates the following steps:

1. Visual inspections.
2. Pin tests.
3. Airflow tests.
4. Utilizing an air knife to inspect ash content and flow.
5. Second airflow test with an inspection.
6. Water bench testing with pressurized air and water.
7. Using an air knife to remove any excess water and ash.
8. Ultrasonic bath.
9. Air knife to remove excess water.
10. Gradual kiln drying at a temperature of 1112 degrees Fahrenheit overnight.
11. Air knife to remove any remaining fine ash.
12. Light test.
13. Final flow test.

By following this comprehensive cleaning process, we ensure the optimal performance and longevity of your DPF by bringing it back to 99% of OEM Specifications.

THE POTENTIAL DANGERS OF DIY

Recently we had an exciting challenge come through the shop. This customer had attempted to do a transmission swap with his

continued on page 7

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High Performance Diesels

continued from page 6

friends on his Western star. Not a big deal, right? You've done that several times over the years, whether putting in a rebuild kit, replacing a bearing, or swapping entirely. Here's the rub, though. Now you're faced with a DD16. Gone are the days of 8-bolt transmission drops, and now we are faced with the headache that is the Transmission control module. It should be as simple as it sounds. Disconnect the harness, and there is your shiny new Manual. At least, that's how we would all want it to go...

No, my friends, the truth is slightly more annoying and a tiny bit more involved. What nobody will tell you that the TCM is not just for controlling the Transmission shifting points. It also monitors speed and is annoyingly connected to a starter lock-off solenoid. You can see it now. You just finished the installation, and you're stoked that you just completed the job with no issues at all. It almost went too smoothly... You go to start the truck to take her out for a spin... You turn the key and nothing. You don't even get that annoying click that you get when the batteries are dead. You get to scratch your head and wonder what went wrong. This is one of many issues when

removing an automatic. A couple of the other issues rear their heads when you find out that you now have to wire in a speed sensor to the transmission to get your speedometer working correctly and reprogram the clutch switch.

We do not want to deter people from doing their own work, far from it. All owner-operators should have an intimate knowledge of their vehicles and save as much money as possible by implementing that knowledge. The issue with DIY is that if you are unfamiliar with the process, you can sometimes start digging a hole that can be difficult to get out of. We at Pittsburgh Power will never put a driver down for trying something alone. We want to see you succeed by giving you the tools you require, and if you run into an issue, we are always available to help.

For lots of great information on repairs and the trucking industry as a whole, you can listen to us on:

Sirius XM - The Pit Stop with Dave Nemo - Mondays 11am (CH.146)

Let's Truck App- The Power Hour with Kevin Rutherford - Tuesdays 10am

Written by: Steve Shurina, Jordan Greathouse, Pittsburgh Power Inc., 3600 S. Noah Drive, Saxonsburg, PA, 16056

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HOW TO Define FMCSA Operating Authority Types for Motor Carriers

The FMCSA Registration Office is pleased to share its latest video on the "HOW TO series": "HOW TO Define FMCSA Operating Authority Types for Motor Carriers". If a customer is registering with FMCSA for the first time, or if they are expanding their operations to offer additional services, they need to understand the requirements for Operating Authority (OA).

In this video, we cover three types of Operating Authority (OA) for motor carriers domiciled in the U.S. (Motor Carrier of Property, Motor Carrier of Household Goods, and Motor Carrier of Passengers). The video also explains the minimum levels of financial responsibility (or insurance) each type is required to maintain, as well as how to designate a Process Agent in each State they operate.

The FMCSA Office of Registration is developing a future video which describes operating authority for brokers and freight forwarders.

Through this video and future resources, we aim to simplify the process for applicants and prepare them to operate safely. You can also watch this latest video on YouTube.

Stay tuned for more "HOW TO series" videos!

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Latest Trucking Industry News

ATA Truck Tonnage Index Decreased 1.7% in April

Washington, DC... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index fell 1.7% in April after decreasing 2.8% in March. In April, the index equaled 112.7 (2015=100) compared with 114.7 in March.

"While the broader economy continues to surprise and thus far stave off an expected recession, the freight economy is starkly different," said ATA Chief Economist Bob Costello. "The goods-portion of the economy is soft and as a result, even contract truck freight is now falling, albeit not nearly as much as the spot market. The tonnage index hit the lowest level since September 2021 in April and has now fallen on a year-over-year basis for two straight months."

March's decline was revised up from our April 18 press release.

Compared with April 2022, the SA index decreased 3.4%, which was the largest year-over-year decrease since February 2021. In March, the index was down 2.4% 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 109 in April, 9.5% below the March level (120.4). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

Trucking serves as a barometer of the U.S. economy, representing 72.2% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 10.93 billion tons of freight in 2021. Motor carriers collected \$875.5 billion, or 80.8% of total revenue earned by all transport modes.

ATA calculates the tonnage index based on surveys from its membership and has been doing so since the 1970s. This is a preliminary figure and subject to change in the final report issued around the 5th day of each month. The report includes month-to-month and year-over-year results, relevant economic comparisons, and key financial indicators.

48 Deserving Students with Truckload Industry Ties Awarded over \$141,000 in TCA Scholarships

The Truckload Carriers Association (TCA), the only trade association whose sole focus is the truckload segment of the motor carrier industry, recently named its 2023-24 TCA Scholarship Fund recipients.

TCA Scholarship Fund Chairman, American Central Transport senior vice president, Bob Kretsinger, said "The TCA Scholarship Fund is thrilled to recognize the hard work and drive of the 2023-24 class of recipients. I am so grateful for the generous support and outreach of the TCA community who make this amazing TCA member benefit possible. We congratulate each of our 48 recipients and look forward to witnessing their future accomplishments!"

Since 1973, the Fund has been providing scholarships to students associated with the trucking industry. Each scholarship recipient must be a student in good standing attending a four-year college or university and must be associated with a TCA member company as an employee,

independent contractor, or the child, grandchild, or spouse of an employee or independent contractor of a TCA member company.

"2023 marks the 50th anniversary of the Scholarship Fund's creation; the longevity of the program is truly a testament to how strong our truckload community is and the great things we can accomplish when we work together. We are proud to continue to support these students as they fulfil their potential and become the next generation of leaders in the industry. Congratulations to the 2023-24 recipients!" said TCA President, Jim Ward.

The application process was managed by the Ohio Foundation of Independent Colleges (OFIC). A selection committee, established by OFIC, scored the applicants, taking into consideration the applicant's GPA, major, extracurricular activities, hours worked, and more.

This school year, 10 high school seniors, 7 college freshmen, 17 college soph-

omores, and 14 college juniors were awarded scholarships totaling more than \$140,000. Recipients span across the United States and Canada.

Congratulations to this year's scholarship recipients:

Connor Gates, Prime, Inc.. NAIT Scholarship - \$6,250

Martina Tolhurst, Bison Transport, John Kaburick Scholarship - \$4,500

Mallory Beamer, Dutch Maid Logistics, Kai Norris Scholarship - \$3,250

Rajpreet Gill, Bison Transport, Darrel Clark Wilson III Scholarship - \$3,250

Parker Litterick, Warren Transport, Inc., Thomas Welby Scholarship - \$3,250

Tristan Schelvan, Bison USA Transport, Stoney Reese Stubbs Scholarship - \$3,250

Kelsey Fullenkamp, Whiteline Express, Robert Low Scholarship - \$3,250

Gurjaan Rai, Bison Transport, Robert D. Penner Scholarship - \$3,250
Jocelyn Calderon, Wh-

iteline Express, Thomas R. Schilli Scholarship - \$3,250

Nathan Gariepy, Load One, Thomas R. Schilli Scholarship - \$3,250

Maxwell Marten, Marten Transport, Keith Tuttle Scholarship - \$3,250

Carter Petit, Halvor Lines, Tom Kretsinger, Jr. Scholarship - \$3,250

The following have been awarded \$2,725 for the 2023-24 school year:

Toby Plattner - Nussbaum Transportation; Alexandra Wayne - Brown Trucking; Isabella Yust - Contract Freighters, Inc (CFI); Emily Dudaitis - E&V Services, Inc.; Joshua Short - Cargo Transporters, Inc.; Speranza Albensi - Bison Transport; Kelsey McGaughey - PGT Trucking; Benjamin Niznik - Speedway / 7-Eleven; Courtney Street - Wilson Logistics; Katherine Adkins - Mast Trucking Inc.; Jay Freeman - Werner; nAmy Pitzel - Bison Transport; Jonathan Ritenour - Werner Enterprises; Kaden Buatte - Prime, Inc.; Robert Callahan - NFI Industries;

Isabella McDaniel - Buchanan Hauling and Rigging; Chloe Smith - Barber Trucking Inc.; Viktoria Adams - Prime Inc.; Sophia Boelter - Don Hummer Trucking; Catherine Cooper - Boyd Bros. Transportation; Madeline Falknor - Fremont Contract Carriers Inc.; Karson Macke - Baylor Trucking; Brianna Pointer - Prime Inc.; Theresa Stephens - Mcleod Software Co.; Jack Rogers - Don Hummer Trucking; Carson Snow - Crete Carrier; Benay Taylor - Prime Inc.; Gianna Terrarosa - Global Experience Specialists (GES); Dylan Duffy - Transpro Freight Systems; Logan Gardner - Werner Enterprises; Haley Price - Fortune Transportation; Grace Rittenour - Thomas E. Keller Trucking; Samuel Amanual - Kriska Holdings; Kelsey DeMillo - Leonard's Express; Annika Waltenberg - Ho Wolding; Shaylyn Young - Arlo G. Lott Trucking, Inc.

TCA congratulates this year's recipients.

Applications for scholarships for the 2024-25 school year will open in March 2024.

To learn more about the TCA Scholarship Fund, or for information on how you can donate to the Past Chairmen's Fund, visit www.truckload.org/scholarships.

Volvo Autonomous Solutions Expands Its Footprint And Starts Operations In Texas

Volvo Autonomous Solutions (V.A.S.) expands its footprint in North America with the establishment of an office in Texas and starts manual operations in preparation for commercial autonomous hub-to-hub transport.

V.A.S. has opened an office in Fort Worth, Texas dedicated to driving activities to set up its first autonomous freight corridors that will run from Dallas Fort Worth to El Paso and from Dallas to Houston. To prepare for commercial launch, V.A.S. has also started to haul loads with trucks using drivers for key customers like DHL and Uber Freight to test aspects of the transport solution and establish frameworks and procedures for safe and reliable operations.

To accelerate the development and adoption of autonomous transport solutions, V.A.S. is partnering with others in the industry including DHL and Uber Freight who are part of the V.A.S. key customer program. The program is aimed at shippers, carriers, logistics service providers and freight brokers whom V.A.S. will work with to pilot and commercialize autonomous transport solutions.

V.A.S. has also formed a partnership with industry-pioneer Aurora. At the heart of the partnership is the integration of the Aurora Driver with Volvo's on-highway truck offering.

Updates available for the Weigh My Truck app – Android and iOS!



New Driver Dashboard

- Change Payment Method
- View Weigh History
- Edit Driver Profile

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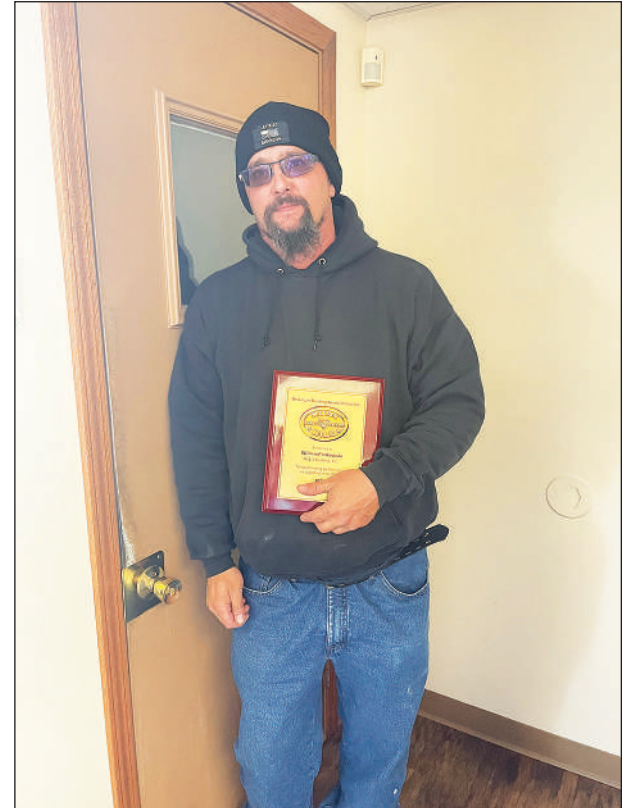
Choose customizable coverage options that work for you and your wallet – and keep your truck and business rolling. Visit [ProgressiveCommercial.com](https://www.progressivecommercial.com) or call your local agent.



American Bulk Commodities Honors Drivers



The 2022 John Brown Trucking Award Winners. - photo by Steve Pollock -



R&J Trucking driver William Fialkowski was honored for his Million Mile Award.



Dispatcher Chase Rodgers, Lewis Werling (center), John Brown's Top Gun with 18 years at the company, and John Brown Trucking Terminal Manager Harry Frelin. - photo by Steve Pollock

continued from page 2

at 2.0 per million miles, John Brown drivers were only .455."

Harry reminded drivers that DOT inspectors were going over trucks with a fine tooth comb, and to be sure to do a thorough pre and post trip inspection. He told the assembled drivers, "Keep doing what you are doing, it's making a difference Also ,communication is key when it comes to maintenance, don't just write up your maintenance issues but take time to speak to maintenance as well."

A video showing close calls from dash cams was

shown and door prizes were awarded.

Drivers were recognized and awards distributed.

Lewis Werling was recognized as John Brown's Top Gun with 18 years of Safe Driving at the company.

Drivers receiving awards were:

2 Years: Jon Reed; Ron Weinzierl

5 Years: Jacob Barto; Art Miller

6 Years: Kent Sturgeon

7 Years: Ron Yockey

8 Years: Rick Schaefer; Frank Carnahan

13 Years: Mark Pacai

18 Years: Lewis Werling

19 Years: Drew Deck

Mark Pacai was also recognized for 1 Million Safe Miles

Congratulations to all the Safe Drivers at American Bulk Commodities.

Be proud of your achievements, it is an honor and a pleasure to share the road with all of you.

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ATA'S Speed Limiter Stance – Is It Really About Safety?

By Mark Schremmer, Landline (Reprinted with permission from Landline)

The American Trucking Associations wants to be depicted as an organization that is taking the safety high road when it comes to speed limiters.

But is ATA's stance on speed limiters really about safety?

First, let's back up a little. As you are probably aware, the Federal Motor Carrier Safety Administration is working on a rulemaking that would mandate speed limiters on most commercial motor vehicles. A proposed top speed hasn't been announced, but safety groups want heavy-duty trucks to be incapable of going any faster than 60 mph.

The Owner-Operator Independent Drivers Association and thousands of truck drivers are opposed to a mandate, suggesting that the rule would create dangerous speed differentials and actually lead to negative safety results. With some states having speed limits as high as 85 mph and the flow of traffic often being 5 mph faster, a speed limiter mandate set at 60 mph means that trucks would be forced to travel 30 mph slower than cars on the same road.

OOIDA and many truckers have told FMCSA that they believe such a mandate would be dangerous

as it would lead to unsafe behavior from impatient car drivers stuck behind slow-moving trucks, road rage and an increase in rear-end collisions.

But according to a recent report, ATA President Chris Spear called OOIDA "anti-safety" for having this viewpoint.

According to a recent article published by [The Trucker](#), Spear said he's "not beating up on owner-operators, but I think some of their representation in OOIDA is very anti-safety. I'm just going to simply call it like it is. You cannot be allowed to drive as long as you want as fast as you can. That's not safety."

It's an interesting take when you consider that Spear had the opposite viewpoint in 2016, calling the Obama administration's attempt to mandate speed limiters "dangerous."

"The various differentials in speed from what this rule proposes and what state speed limits are is dangerous," [Spear was quoted as saying in 2016](#).

Responding to ATA's criticism, OOIDA made sure to note Spear's reversal.

"In 2016, Chris Spear called FMCSA's speed limiter rulemaking 'dangerous.' Now he claims those opposing it are anti-safety," OOIDA President Todd Spencer said

in a statement. "And he seems to have forgotten entirely that his organization petitioned the agency to launch this rulemaking in the first place. If the mandate is defeated, he'll probably take credit for stopping it. There's no telling what ATA's position is on a given day, but you can almost always count on them not supporting professional drivers and their needs. That's the difference between OOIDA and ATA. We trust the men and women who make their living behind the wheel to know what will improve safety on our highways."

ATA's accusations of anti-safety are laughable when you consider that it has [opposed a minimum number of behind-the-wheel hours being included in an entry-level driver training rule](#) and that one of its biggest crusades is to [lower the interstate driving age from 21 to 18](#).

Anyways, let's put all of that to the side right now and examine ATA's current stance on speed limiters.

"Official ATA policy supports a maximum set speed of 70 mph in trucks equipped with automatic emergency braking and adaptive cruise control," [the organization wrote on its website](#). In trucks without those safety features, our policy supports a maximum set speed of 65 mph."

It doesn't take long to theorize an ulterior motive here.

ATA represents large fleets – many of which already have installed speed limiters for fuel efficiency and liability reasons. Large fleets also are much more likely to have that technology on their trucks. According to a 2022 survey from the OOIDA Foundation, only 10% of owner-operators had their trucks equipped with automatic emergency braking and only 20% had adaptive cruise control.

So what really is ATA's stance on speed limiters? It wants trucks with automatic emergency braking and adaptive cruise control (their trucks) to be able to go as fast as 70 mph (their likely current top speed) while limiting trucks without the tech (owner-operators) to 65 mph.

Sounds like a heck of a deal for those mega carriers – a mandate that doesn't affect my business but gives me a 5 mph advantage over my competitor. Who wouldn't want to sign up for that?

But don't let them pretend their stance is about safety, or that OOIDA and truck drivers should be vilainized for thinking that a uniform speed limit is safest. LL

OOIDA Applauds Bipartisan Bill to Allow Truckers Access to Restroom Facilities

Washington, DC ... The Owner-Operator Independent Drivers Association (OOIDA) announced its strong support for bipartisan legislation introduced by U.S. Representatives Troy Nehls (R-TX) and Chrissy Houlahan (D-PA) to ensure that truckers have access to restroom facilities when they are picking up or delivering cargo.

"Over 70% of America's freight is exclusively carried by trucks, yet every single day men and women truck drivers are forced to 'hold it' because they aren't allowed access to the restroom when picking up or delivering freight," said Todd Spencer, President and CEO of OOIDA. "OOIDA and our 150,000 members thank Representatives Nehls and Houlahan for showing tremendous leadership on this issue and we look forward to working with them and our coalition partners to get this commonsense, bipartisan legislation signed into law."

"I am proud to reintroduce legislation that supports our nation's truckers," said Congressman Nehls. "Due to the COVID-19 pandemic, facilities across the country have shut down their bathrooms which have caused essential employees, like our truckers, not to have access to use the restroom at work. Truckers are this nation's backbone, and we owe them for the tireless contributions they continue to make to keep our country moving. I am glad to once again part-

ner with Congresswoman Houlahan on this commonsense legislation to allow our nation's truckers access to bathrooms while they are transporting goods on the road."

"Our economy depends on truck drivers, but we face perpetual challenges with recruitment and retention. One unique and unnecessary challenge these drivers face is lack of restroom access at delivery points while on the road. This is especially difficult for female drivers, which are a growing demographic of truckers who helped power our economic recovery from the pandemic," said Representative Chrissy Houlahan (D-PA). "I'm proud to reintroduce this bipartisan legislation to ensure every truck driver has the certainty that a restroom is accessible as they do their jobs. There's no reason truckers shouldn't have the same rights that other employees experience in their own workplaces."

The legislation would:
* Require retailers, warehouses, and other businesses to give truckers access to bathroom facilities when they are picking up cargo or making deliveries.

* Not require businesses to construct new restrooms. It only requires that if a business has a restroom available to their customers or employees, truckers should have the same access.

* Require the operators of ports and terminals to provide bathroom access to drayage drivers.



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Join or Renew for a 2-year membership and SAVE!

In celebration of OOIDA's 50th Year Anniversary, we are offering a special membership rate for the entire year of 2023.

Join or renew for a **2-year membership for only \$50** – that is a savings of \$40 off the regular annual price for two years.

The special rate is valid **Jan. 1 - Dec. 31, 2023**.

Show your support for OOIDA and join or renew for a 2-year membership and save! Visit ooida.com or call the OOIDA Membership Dept. at **816-229-5791** to take advantage of this special offer.

* The special \$50 membership dues offer is only applicable to a two-year membership. Purchase of a single year membership remains the regular annual price of \$45. Spouse members and additional driver members are \$10/year. Life membership is calculated as \$35 x number of years until 65, minimum \$125.

Wheel Jam Truck Show 20 Years Of Spinning Wheels And Turning Heads!



Show Truck/Limited Mileage: 1st: Payton Aragon and Mark Aragon, 2003 Peterbilt 379 EXHD - photo by Pam Pollock -



Scot Marone congratulates Jennifer Waege for her 1st place win in the Dynamic Engine Brake Competition. 2nd place was won by Joe Jandel, 3rd by Gary Dovico, and 4th by Jackson Jefferson. - photo by Pam Pollock -



Roslynn McLain and her puppy Angus proudly pose by her Dad Terry McLain's (TMC Express, LLC) beautiful truck. - photo by Pam Pollock -

By Pam Pollock

HURON, SOUTH DAKOTA.... The 20th Annual Wheel Jam Truck Show was held this past June 1-4th at the South Dakota State Fairgrounds in Huron, South Dakota. The weather was hot, hot, hot and so were the almost 200

trucks who made the trek to Huron. The Fairgrounds was ablaze with the shining chrome on display.

The Wheel Jam Truck Show has come a long way, baby in the past 20 years! In an exclusive interview with Scot Marone, owner of 18-Wheel Truck Promo-

tions, LLC, who puts on the show, we talked about Wheel Jam Truck Show's humble beginnings and future goals.

Scot said that in 2003, Peggy Besh, who was then the Executive Director of the Huron Chamber of Commerce (she's

now the Manager of the South Dakota State Fair), approached Scot about wanting to host a Wheel Jam at the South Dakota Fairgrounds. Peggy was planning on having cars, motorcycles, stock cars, and rock and roll bands – but she wanted something new. She asked Scot for some suggestions. Scot told her, “How about some trucks?” Peggy inquired as to whether he meant pick-ups but Scot, himself a Professional Truck Driver replied, “No, 18 wheelers, big rigs!”

Scot, who had never been to a truck show was up for the challenge and although he admits that he and Rich Barnes totally winged that first Wheel Jam Truck Show back in 2003, they knew they had a solid idea that they could build upon. And they have. That first truck show featured between 15-18 trucks; this year's was almost 200 trucks.

Scot said they held driving competitions the first couple of years but moved on to bigger and better things. One of their best attractions at the Wheel Jam Truck Show has been a staple since the 1st show, the World's Loudest Dynamic Engine Brake Competition. Scot said that they purchased a Decibel reader for the competition after the 3rd Wheel Jam Truck Show and that's when it became a true competition.

After 3 years of hosting the Wheel Jam Truck Show, Scot and Rich attended the Big Iron Classic in Kasson, Minnesota and set up a booth to promote the Wheel Jam Truck Show. This was their first truck show other than their own Wheel Jam

Truck Show. They set up a TV in their booth and played the Dynamic Engine Brake Competition on constant replay. Soon drivers and show attendees were coming over to their booth, wanting to know what was happening. Rich Barnes stood up, and like a Carnival Harker, started calling out to the crowd, extolling all the details about Wheel Jam Truck Show!

It was also around this time, said Scot, that Doug Perkins came up to him at the Wheel Jam Truck Show and said to contact Movin' Out to start promoting the show. (Thanks Doug!) We at Movin' Out are proud to be able to help spread the word all of these many years about Wheel Jam Truck Show!

18-Wheel Truck Promotions, LLC truly rolls out the red carpet for the Professional Truck Drivers and truck owners who attend the Wheel Jam Truck Show. Scot is adamant that the Drivers come first. He stated, “Wheel Jam Truck Show is all about the North American Truck drivers and the truck owners. We are honored to have Drivers come back to Huron year after year and to also welcome new Drivers. Wheel Jam Truck Show has the best truck drivers in the nation in attendance. They are very professional.”

That professionalism comes in handy during the annual Saturday Parade in downtown Huron. The precision of organizing almost 200 trucks to drive through town is amazing to watch. The Parade is a favorite of Huron locals – who gather along the streets with children air pumping their arms and shrieking with

glee when Truck Drivers respond with a blast of their air horns!

18-Wheel Promotions, LLC hosts a Thursday Night Steak Supper at Scot's home that is free for everyone involved in the truck show – drivers, truck owners, vendors, media. Limos transport the Drivers from the SD Fairgrounds to Scot's house and back. They offer free beverages and Country Bands. There's also Friday Night Rockin' Lights with music from a radio station.

Scot wanted to thank the 18-Wheel Production, LLC crew for all of their hard work in making Wheel Jam Truck Show the huge success that it is. “We can't do this without everyone,” he said. He also thanked all of the Truck Drivers, Sponsors, and Vendors for their support year after year.

I asked Scot what his future goals for the Wheel Jam Truck Show were. His reply was simple, “Keep growing and make the Wheel Jam Truck Show the premier Truck Show in all of North America! We had a lot of post-show comments from our contestants and sponsors/vendors that this is the best show in the country hands down. So this feat should be sustainable with continued growth in the years to come.”

The dates for the 2024 Wheel Jam Truck Show are June 6-7-8-9.

Congratulations to the Wheel Jam Truck Show for 20 Years of a “Wheely” Great Truck Show! We at Movin' Out know that your future will continue to be bright and wonderful.

The 2023 Wheel Jam Truck Show Winner's List: Lifetime Achievement Award - Danny Oswald
Legacy Awards - Ray Ross and JD Noonan.

The Rick Marone Memorial Award, chosen by the Marone family- Josh Grote-wold/Brockwood Trucking.

Tractor/Trailer: 1973 and older: 1st: Mike Eschen, 1961 Mack H-67 & 1989 Ravens Flat; 2nd: Dennis Eschen, 1962 Mack B61

Tractor/Trailer: 1974-1984: 1st: Larry Olsen, 1982 Kenworth W900A; 2nd: Taylor Buchholz, 1986 Kenworth

Tractor/Trailer: 1985-1995: 1st: Jake Denton, 1995 Peterbilt 379; 2nd: Hofer Land and Cattle, 1995 Peterbilt 379.

Tractor/Trailer: 1996-2006: 1st: Elton Wek, Premium Best Transport, 2000 Peterbilt 379; 2nd: Daniel and Phyllis Snow, 1996 Freightliner Classic XL

Tractor/Trailer: 2007-2014: 1st: Nichole Cheek, 2008 Peterbilt 389; 2nd: RCA Enterprises, 2014 Peterbilt 389

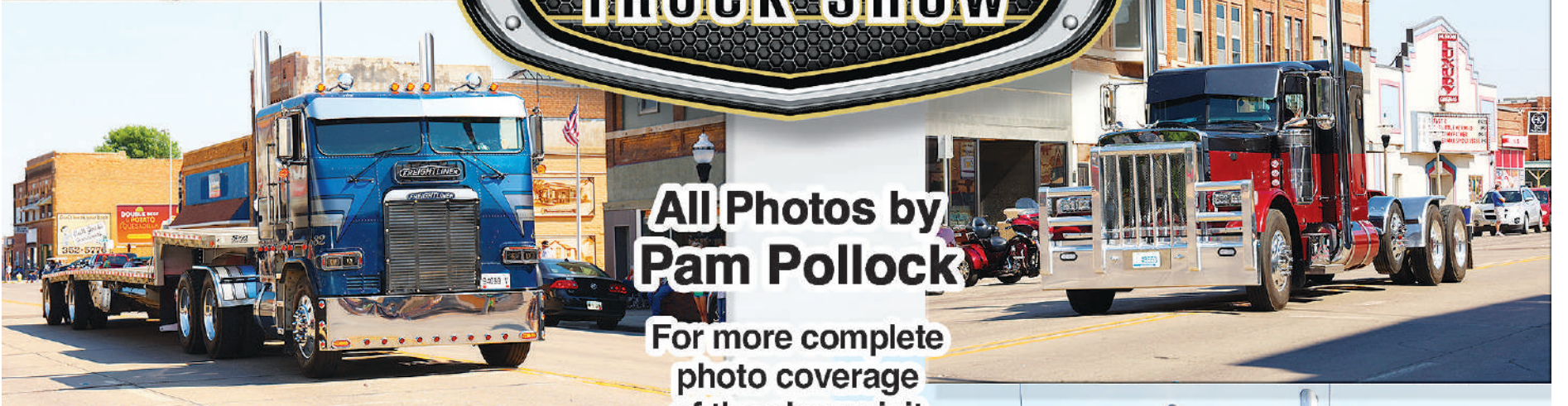
Tractor/Trailer: 2016-2019: 1st: Jade Transport, Winnipeg, Manitoba, Can-

20th Annual Wheel Jam Truck Show



All Photos by Pam Pollock

For more complete photo coverage of the show visit our on line Truck Show Gallery at www.movinout.com



Thanks A Million! PGT Trucking's Million Mile And Safe Driver Celebration

By Steve Pollock

PITTSBURGH, PA.... Premier flatbed carrier PGT Trucking held their annual awards banquet on May 20 at Acrisure Stadium in Pittsburgh, Pennsylvania to recognize and honor their Million Mile and Safe Drivers. It was an elegant event with hundreds of PGT Trucking drivers and their guests dressed to the nines. In addition to a delicious catered dinner and cocktail hour, there was a Caricature Artist, 360° Photo Booth, Professional Cigar Roller, and Whiskey Tasting.

The following is a message from Pat Gallagher, PGT Trucking's Chief Executive Officer: "The proudest of the Proud Professionals, our Million Mile and Safe Drivers. By achieving the criteria necessary to be eligible for these prestigious awards, you are recognized as the very pinnacle of what it takes to make this company successful. Without your efforts and attention to detail regarding safety, PGT Trucking would never have achieved 42 years in business. I am honored to join you in celebration of all you have accomplished and sincerely thank you for being such a valuable part of the PGT family."

President Gregg Troian offered the following message to PGT drivers: "The dedication, commitment and professionalism of our Million Mile and Safe Drivers are unmatched across the PGT fleet. These Proud Professionals are truly deserving of this accolade, and I applaud their outstanding job performance."

PGT's Safe Drivers have driven for the company for more than five years, but less than one million miles, without a safety incident, and Million Mile Drivers have accomplished this pristine status by driving one million miles or more without a safety incident. PGT's Premier Professionals are the safest and most reliable drivers in the company's fleet, and they maintain superior performance levels at all times.

PGT has recognized its Million Mile and Safe Drivers for more than 20 years, and the Million Mile and Safe Driver Celebration is the leading event for PGT drivers, office staff and their guests.

Rick Simpson, Vice President of Asset Management, offered the Premier Professional, Million Mile and Safe Driver Salutation before the presentation of the 2022 awards by members of PGT Trucking Leadership.

The top award winners for the evening include Lindsay Brown, Terminal Manager of the Year; Mike Rowley, recipient of the Hobert Hill Award for Agent of the Year; Caitlin Svetahor, recipient of the Bill Wright Award for Team

Player of the Year; Shari Stewart, PGT MVP of the Year; Kathy Happ, recipient of the President's Award; William "BJ" Brett, Safety Professional of the Year; Jeremy Reitmeyer, recipient of the David Levin Award for Company Driver of the Year; Michael Burns, recipient of the Harry "Buster" Barnes Award for Independent Contractor of the Year; Jack Blystone, Rookie Driver of the Year; Richie Short, Certified PRO Trainer of the Year; and Craig Marple, recipient of the Terry "Kuz" Kusniar Award for Premier Professional Driver of the Year.

PGT also inducted 10 new Million Mile Drivers, including Susan Bailing, Mark Barr, Stephen Corfee, Baron Gochenour, James Harr Jr., Tim Hearn, Ricky Lewis, William Redding, Michael Silvis and Michael Stall.

Agent David Cain and Independent Contractor David Morrow were both remembered as treasured members of the PGT family.

Pat Gallagher offered additional remarks, "We are in the people business and people and family are important. This company was built on strong personal relationships. We are all about giving back to the people who have made us who we are. We have been blessed in good times and bad. To our senior drivers, thank you for helping the next generation of PGT drivers to succeed. To our new drivers, there is no such thing as a dumb question. If you have a problem, talk to someone about it and they will help you find a solution."

Door prizes were awarded at the conclusion of the banquet.

Three-million mile driver, Randy Kelly, won the GRAND PRIZE Ford F-150 during the annual PGT Million Mile & Safe Driver Celebration! Randy celebrated his 40th anniversary with PGT Trucking in May! He is based out of West Virginia, and currently runs coils on the Pittsburgh Shuttle account.

Randy is hard working and loyal. He is reliable and safe. And most importantly, he takes pride in working for PGT and has a great reputation among the other drivers and PGT staff. We couldn't think of anyone more deserving of this prize! Congratulations, Randy!

PGT Trucking salutes all of their new Million Mile and Safe Drivers! Their professionalism, dedication, and integrity go miles and miles beyond the ordinary. They set the standard of excellence for all of the members of Team PGT. We have the highest respect and appreciation for every one of you. "Safety is everyone's job – all the time!"



Lindsay Brown



Craig Marple



Bill Brett



William Redding



Baron Gochenour

- Photos by
Pam Pollock,
Movin' Out -



PGT Trucking CEO Pat Gallagher congratulates Three-million mile driver, Randy Kelly and his wife. Randy won the GRAND PRIZE Ford F-150 during the annual PGT Million Mile & Safe Driver Celebration! - photo courtesy of PGT Trucking -



Michael Burns



Mike Rowley, and his daughter



Jack Blystone



Kathy Happ



Richie Short



Mark Barr



Jeremy Reitmeyer



Michael Silvis



Shari Stewart



Caitlin Svetahor



Susan Bailing



Stephen Corfee

Thanks A MILLION!

PGT salutes all our Million Mile Drivers and Safe Drivers! Your professionalism, dedication and integrity go miles and miles beyond the ordinary. You set the standard of excellence for all members of Team PGT.

We have the highest respect and appreciation for every one of you.



2022 MILLION MILE Drivers

OVER ONE MILLION MILES DRIVEN WITHOUT A SAFETY INCIDENT

NEW MILLION MILE DRIVERS

SUSAN BAILING
MARK BARR
STEPHEN CORFEE
BARON GOCHENOUR
JAMES HARR JR
TIM HEARN
RICKY LEWIS
WILLIAM REDDING
MICHAEL SILVIS
MICHAEL STALL

OVER ONE MILLION MILES DRIVEN

MARK AMEZCUA
RALPH BENSON
TERRY BLANKENSHIP
BOBBY BURLILE
JOHN BURTON
TIMOTHY CUBBON
LAWRENCE DWOREK JR
RODNEY FREEMAN
JAMES GALLATIN

KEVIN GAUT
GARY HALL
DAVID HAYNES
CLIFFORD HEATON
GERALD HENRY
JOHN JENKINS
ERIC KIRKLAND
GARY LITTLEPAGE JR
CRAIG MARPLE
JERRY MATHES
FRANKIE MEDINA SR

DAVID MOORE
DAVID MORROW
MICHAEL POWELL
JAVIER PULIDO
MARCELINO RIVERA JR
DANIEL SULLIVAN
ROSS TINDALL
WILLIAM TUCKER
EARL WILLIAMS

OVER TWO MILLION MILES DRIVEN
CLIFFORD BOBIAN
PATRICK FOLEY
RICKY FRANKLIN
DAVID GROSS
TONY HARTMAN
KENNETH MONTGOMERY

OVER THREE MILLION MILES DRIVEN
DOUGLAS BRAYSHAW
RANDY KELLY

OVER FOUR MILLION MILES DRIVEN
WILLIAM DICKERSON
GLENN GRAY
JAMES HAAS

2022 SAFE DRIVERS

OVER FIVE YEARS OF SERVICE AND UNDER ONE MILLION MILES DRIVEN WITHOUT A SAFETY INCIDENT

FIVE YEARS/1ST YEAR SAFE DRIVER

WENDELL BEATTY
JABARI CHARLEY
JACK DEMPSEY
WILLIAM EICHER
CURTIS HOLLINS JR
DAVID KERR
DAVID KINDER
MELVIN LEHMAN
SETH LOCKWOOD
JOHN PROTCH JR
DARRELL ROBERSON
DUSTIN SHOW
JAMES STEEVES
WILLIAM THOMAS III
ROBERTO VILLAGOMES HERNANDEZ
RICHARD WESCOTT
DALTON WIESEN
DANTE WILSON

SIX YEARS

DWAYNE BRAXTON
GERALD GILLIAM
CLARENCE HALL JR
TERRY HAZELTON
RANDY JUSTICE
OSCAR MARTINEZ
MANSUR MIAH
DAVID MILLER
MARCOS MORALES-SANCHEZ
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Something to Think About - Field Corn

by: Mike McGough

They were great people—all of them. I liked being around them, and I think they enjoyed my company as well. It was my grandmother and two of my great uncles. They lived close to each other out in the country. From the time I was three until I got married and moved away that's where we spent most Saturdays.

There weren't a lot of rules, and there was plenty of space. Sometimes over the summer there were big picnics. It wasn't uncommon for there to be fifty or more people. It was a mixture of family and friends. One day a hobo, and yes, that's how he introduced himself, happened along. He too joined the picnic.

It wasn't anything I thought about at the time, but this was about as common a group as you could imagine. Most of them worked in the mills in that area or one of the related industries. This was a working-class group. Many of them were first generation Americans; I'm a third-generation American. Periodically you'd hear a little Croatian spoken, but by the time my generation came along, English was the language of choice.

Even though they were

a rather hardy bunch, they had been through a lot and several of them had passed by the time I came along. When these folks were spoken of, it was always with kindness and respect. There is little doubt that, like all of us, they too were flawed character and had made their mistakes. But when they were recollected, that wasn't part of the banter.

When I'd stay with my grandmother over the summer, it was only a short walk to my great uncles' place. They were interesting guys who never minded someone tagging along. Most evenings they'd come down to my grandmother's cottage for dinner. Depression era and World War II stories fascinated me. The food was good and plentiful, and the company was entertaining—actually fascinating at times. I particularly enjoyed when it was just the four of us; I had them all to myself.

I learned a lot from them. On an August evening in the early 60's, I learned the difference between field corn and sweet corn. On this particular evening, my uncles were coming for dinner. They'd spent the day working in the large garden they tended. At dinner, you could always count on fresh to-

matoes, cucumbers, potatoes of some sort, and meat. For this evening my grandmother also wanted sweet corn.

About a mile below her cottage there was a small general store, and just below that store there was a produce stand. My grandmother gave me fifty cents. She said I should buy a dozen ears of corn at the produce stand, and I could have the money that was left to get something at the general store.

On the walk down, I passed field after field of corn. Not thinking anyone would mind or even notice for that matter, I helped myself to a dozen ears of what I later learned was field corn. That left the entire fifty cents for me. I stopped at the store, and got a treat—a nutty buddy and some root beer barrels. I thought I was clever for having an extra quarter. However, I was about to learn a life lessons worth so much more.

Clearly my grandmother knew the difference between sweet and field corn, and she knew exactly what I had done. My uncles also knew the difference, and they too knew where I got the corn. When we started eating, they commented how bad the corn was. One of my uncles said, "That's the

last of her corn we'll buy." They were giving me the chance to fess up. Knowing I was busted, I started to cry. I was embarrassed, and I knew I had disappointed them.

What I'd done was wrong, and they made sure I knew that. The next day we'd set it right, buying a dozen ears of corn and paying for two. In the moment, around that dinner table, I learned a big lesson about owning mistakes, admitting them, and setting them right. That was important, but how they taught it was an even bigger life lesson.

Instead of being angry or frustrated, they were kind and patient. Instead of showing disappointment, they showed understanding. Instead of dealing out a measure of guilt, they offered tolerance. And rather than making the situation worse for an eleven-year-old who knew he was wrong, they offered love and a way to set things right.

When you have an opportunity to help someone learn and grow, do so powered by the virtues of kindness, patience, understanding, tolerance, love, and support. Those virtues will be their own special lessons!



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continued from page 12

ada, 2018 KW 900L; 2nd: Chris Larson, 2019 Peterbilt 579

Tractor/Trailer: 2020-2023: 1st: Jade Transport, Winnipeg, Manitoba, Canada, 2020 Kenworth W900B; 2nd: Jade Transport, Winnipeg, Manitoba, Canada, 2023 Peterbilt 389

Tractor/Trailer: New Truck 2024: 1st: WH Trucking, 2024 Peterbilt 389; 2nd: Stan's Inc., 2024 Kenworth T680

Tractor/Trailer: Show Truck/Limited Mileage: 1st: Todd Grim, 1979 Peterbilt 352

Bobtail: 1973 and older - 1st: Roger Kirschmann Trucking, 1966 Kenworth W900

Bobtail: 1974-1984: 1st: Duane Barclay, 1984 In-

ternational 4300 TranStar; 2nd: Stan's Inc., 1984 Kenworth W900

Bobtail: 1985-1995: 1st: Elton Wek, Premium Best Transport, 1987 Kenworth K100; 2nd: Jason Steel, 1995 19W W900L

Bobtail: 1996-2006: 1st: Jake Robak, 2004 Peterbilt 379X; 2nd: Jonas Waldner, 2006 Peterbilt, 379

Bobtail: 2007-2014: 1st: Capitola Trucking, 2010 Peterbilt 389; 2nd: Matt Kunkle, 2007 Peterbilt 379

Bobtail: 2015-2019: 1st: L&D Peterson, 2015 Peterbilt 289; 2nd: L&D Peterson, 2015 Peterbilt 289

Bobtail: 2020-2023: 1st: Austin Malsom, 2021 Peterbilt 389; 2nd: Conrad Willi, 2023 Peterbilt 389

Bobtail: 2024: 1st: Stan's Inc., 2024 Kenworth T680; 2nd: WH Trucking, 2024 Pe-

terbilt 389 Show Truck/Limited Mileage: 1st: Payton Aragon and Mark Aragon, 2003 Peterbilt 379 EXHD; 2nd: Wayne and Pearl Holt, 1984 Peterbilt Cabover

Best Cabover: 1st: Western Provisions, 1979 Peterbilt 352

Specialty Class Bobtail: 1st: Tim Hurre, 2023 Peterbilt 389; 2nd: JD Concrete, 2020 Peterbilt 567

Specialty Class Tractor/Trailer: 1st: WH Trucking Dynamic Engine Brake:

1st: Jennifer Waege, 2001 Kenworth W900L; 2nd: Joe Jandel, 1985 International 9670; 3rd: Gary Dovico, 1958 International 405; 4th: Jackson Jefferson, 2009 Freightliner, FLD 120

Driver's Choice Winners: Best Interior: Payton Aragon, 2003 Peterbilt 379 EXHD

Light Show Bobtail: Jake Robak, 2004 Peterbilt, 379X

Light Show Tractor/Trailer: JJ&L Trucking, 2021 Peterbilt, 389

Best Fleet Bobtail: Hurre Trucks, Peterbilts (587, 588, 590, 591)

Best Fleet Tractor/Trailer: Jade Transport, Kenworth Peterbilts (550, 551, 552)

Best Bull Rack Tractor/Trailer: Ben Timmerman, 1975 Peterbilt 352

Best Grain Hopper Tractor/Trailer: Nichole Cheek, 2008 Peterbilt 389

Best Van Reefer Tractor/Trailer: Daniel and Phyllis Snow, 1996 Freightliner Classic XL

Best Tanker Tractor/Trailer: Jade Transport,

2020 Kenworth W900B Best Flatbed Tractor/Trailer: Elton Wek, Premium Best Transport, 2000 Peterbilt 379 EH

Show and Shine: Brendon Wilson WH Trucking; Mike Eschen; S&N Truckin; Jade Transport;

Mann Trucking LLC.; L&D Peterson; Ben Timmerman; Jade Transport; Dennis Eschen

- Photos by Pam Pollock -

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BunkRTrailer Introduces New Products

By Steve Pollock

LOUISVILLE, KY... BunkRTrailer, inventors and the manufacturers of the No-Drill Dunnage Rack recently introduced three new products.

First is their new enclosed Dunnage Rack available in galvanized or powder coat finish. The new enclosed Dunnage Rack fits any size dunnage

board as well as other load securement products. Like the original BunkRTrailer Dunnage Rack, the new enclosed Dunnage Rack offers a no-drill installation that can be done by the buyer in a short amount of time.

BunkRTrailer also has a No-Drill Tool Box Mount that will accommodate up to 24"x24"x60" tool boxes,

single or dual.

Never lose one of your coil racks again with BunkRTrailer's Coil Rack Keeper, which securely stores all of your coil racks with several mounting options on the trailer.

Pat Dowell, Inventor and co-owner of the BunkRTrailer line of products reminds drivers that BunkRTrailer increases safety



Pat Dowell with the new enclosed Dunnage Rack.

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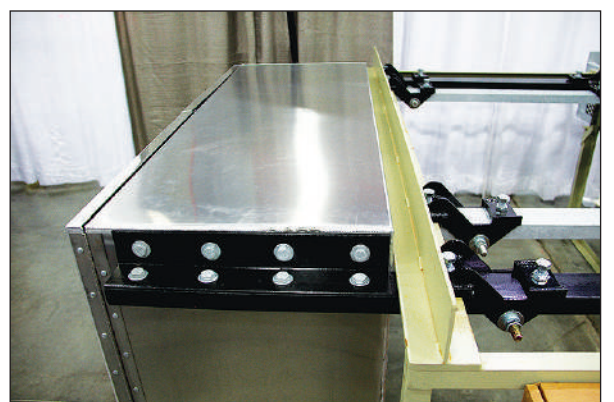
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From The Chaplain's Desk



by Ron Fraser, Transport For Christ President

When you're faced with real-life hurts and issues, trusting God when you don't understand is easier said than done. It's easy to say, "Give your cares to the Lord and trust Him" when everything in life seems to go well. It's easy to say, "I trust you, Lord, with everything I own" when bills are paid on time, or you just got a promotion at work.

However, if God stripped you of everything you own; If God told you to leave the very job that's paying your bills, will you trust the Lord enough to do it? Will you trust God even when you don't understand or when life hurts? If God told you to leave the familiar and enter the unfamiliar, would you trust Him?

For many of you, God has done just that. He has taken you from what's "oh

so familiar" and redirected your paths into the unfamiliar. You don't understand what's happening in your life; what to do or where to go. The only thing you know is that the Lord gave you a word (instruction, a promise, vision, etc.) and the only thing you have to hold on to is that word.

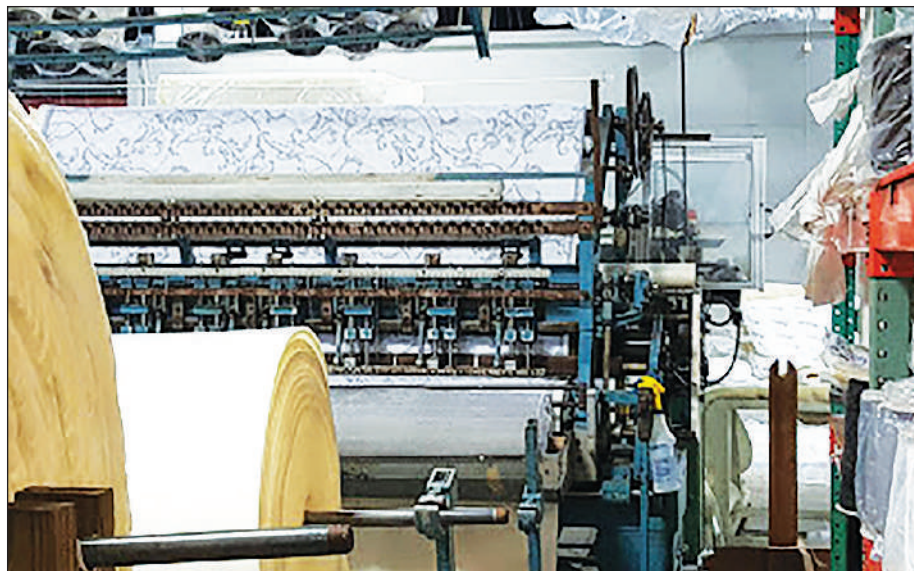
So who is it you're trusting? God or yourself?

Here is something to remember. Man is fallible; we fall short and at times we're unable to keep our promises. Man can give you instructions that are misleading and imperfect. With God, none of these things are possible. God keeps His promises. God gives you the right instructions according to His perfect will and He won't mislead you.

No matter how much you don't understand life as it is right now; no matter how uncomfortable it may seem or how hard it gets, don't give up. If God is with you—the same God who spoke life into you, the same God who IS and knows the beginning and the end, the same God who knew you before the foundation of this world is with you, then ask yourself who or WHAT can stand against you.

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

Fleet Mattress – Proudly Made In The USA For Over 100 Years



The Capital Bedding Company has been owned and operated by the Grand Family for over 100 years.

By Steve Pollock

BATON ROUGE, LA.... The Grand family has been building mattresses in Baton Rouge, Louisiana for over 100 years. The company was founded in 1920 by John Richard Grand and is now operated by a 4th generation of the family, Scott and Warren Grand.

The Capital Bedding Company is parent to Pelican Mattress that makes standard household bedding and Fleet Mattress, which was started in 2015 to build

mattresses for the trucking, recreational, vehicles, and boat industries. Fleet Mattress even builds mattresses for pick-up trucks and marine and industrial bunkbeds. Capital Bedding is a wholesale manufacturer that sells direct to the consumer building over 500 different sizes and shapes of mattresses as well as linens, comforters, and pillows.

Fleet Mattress has 3 models of sleeper mattresses, including Irelyn Latex, with Mini Pocketed Coils, Fountainbleau Anti-Vibration Cool Gel, and Dogwood Polyurethane Foam. All are made with the Truckers Edge, stiffer edge for sitting. The company is always looking for ways to expand their products line and plans to introduce new mattress models as well as custom linens in the near future.

Fleet Mattress is very accommodating to their customers. They are glad to custom build a mattress to your specifications, any size you need from soft to super firm. Standard sizes are shipped next day and custom sizes in about 1 week. Shipping is free and includes a free gift.

President Scott Grand says, "Our goal is to get orders filled in just a few days. We are looking forward to serving our customers for the next hundred years."

You can order direct at www.fleetmattress.com. Questions? Info @fleetmattress.com or call 866-973-1012. Fleet Mattresses are also available at Iowa 80 Truckstop, Kenly 95 T/A, Joplin Petro, and White's Travel Center. All mattresses are proudly made in the USA.



Scott Grand, President, on the left.



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MAYFIELD VILLAGE, OH... Progressive Insurance, the number one commercial auto insurer and number one truck insurer*, is offering Heavy

Truck Roadside Assistance (HT RSA) as an optional coverage to its commercial auto customers. A direct response to market research on preferred truck coverage

needs, HT RSA helps cover the cost of towing and labor at the site of disablement. In collaboration with TTN Fleet Solutions**, which operates an extensive network of heavy-duty service providers, Progressive can now offer roadside assistance coverage in most policy states to commercial auto customers with heavy vehicles, including tractor-trailers, dump trucks, straight trucks and more.

«Heavy Truck Roadside Assistance offers peace of mind on the road and efficiently connects

covered customers with a qualified service provider that specializes in handling heavy vehicle breakdowns,» said Peter Niro, Truck Product Development Manager at Progressive Insurance. «We are bringing this top-requested offering to market to help customers overcome challenges on the road in a time of need and get them back on the road as soon as possible.»

Covered customers simply have to call Progressive's roadside number to connect with

TTN Fleet Solutions, which will dispatch a qualified service provider to the site of disablement. This process saves valuable time in finding a qualified provider and removes the need to file for reimbursement after the fact.

Heavy Truck Roadside Assistance can be used throughout the United States and in 10 Canadian provinces, regardless of the policy state, and the coverage is available to local, regional and long-haul truckers.

Coverage details:
* Covers up to \$500 in labor at the site of disablement and up to \$5,000 in towing to the nearest qualified repair facility for the insured vehicle and attached trailer (\$250 deductible applies at time of service)

* Covers insured vehicle and the attached trailer

* Covers mechanical or electrical breakdown, battery failure, flat tire, lock-out, insufficient fuel/fluid, or entrapment in snow, mud, water, or sand within 100 feet of a road

* Covers up to three roadside incidents per insured vehicle per six-month period

Heavy Truck Roadside Assistance is available for eligible customers and vehicles in most policy states, with plans to be available across the continental United States including Alaska by the end of 2023. In policy states where available, all heavy vehicles covered by Progressive Commercial are eligible except motorhomes, ice cream trucks and buses.

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Clean Harbors Unveils Wreaths Across America Tribute Truck



It all starts in October in the quiet town of Columbia Falls, Maine. A bustling operation is underway in an

area shrouded by balsam fir trees – volunteers are busy building millions of wreaths to ship to cemeter-

ies throughout the country. Come December, as part of National Wreaths Across America Day, ceremonial

wreaths are displayed at thousands of locations, including Arlington National Cemetery, to honor all those who served in the United States military.

Clean Harbors has worked with the organization for years and most recently was among the few selected to deliver wreaths to Arlington National Cemetery. To make the trip to Washington D.C. in 2023 and moving forward, the company's National Transportation department decided the truck would do so in style – with a wrap that pays tribute to Wreaths Across America and all it represents.

Completed this spring, the truck features the

Wreaths Across America logo – to remember the fallen, honor those who served and teach others the value of freedom. In a nod to the traditional military pattern, the cab is camo colored and different branches of the Armed Forces are represented. On one side, there is a MRAP (mine-resistance ambush protected) vehicle, which is commonly used in the Army and Marine Corps, a fighter jet for the Air Force and a battleship for the Navy – all imposed over an American flag.

As leaders of National Transportation were looking into who would drive the new tribute truck, they wanted someone who had

a connection to Wreaths Across America. They landed on driver Rob Roy, who has been volunteering with the organization for nearly a decade – laying wreaths at cemeteries near his hometown in Cincinnati, Ohio, as part of Wreaths Across America Day in December.

“It’s an emotional experience because you have these heroes who gave everything for the freedom that we have,” Roy said. “To drive this truck into Arlington National Cemetery and lay wreaths for all the soldiers who gave their lives is going to be the greatest honor I think anyone can receive.”



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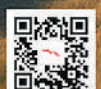
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Kenworth 100th Anniversary Tour Trailer & Exhibit Shares Rich History



perience the historical exhibit will come away with an in-depth understanding of Kenworth's past and key developments that will help shape Kenworth's future.

The trailer used for this tour has a unique history of its own. It was previously used in Kenworth's 75th anniversary tour in 1998 before it was purchased by the late Allen Koenig, founder of Midwest Specialized Transportation. Prior to the tour in 1998, Koenig was asked to provide planning assistance and drivers for the tour.

Kenworth supplied Midwest Specialized Transportation drivers with a Limited Edition Anniversary W900L to haul its anniversary trailer throughout North America. Following the Kenworth

KIRKLAND, WA... A Kenworth 100th anniversary-themed trailer and history exhibit is making its way across North America to commemorate Kenworth's milestone anniversary. The history exhibit will be on display at industry trade shows

and community gatherings throughout 2023.

The special trailer is a Great Dane 53-ft. step-deck van that features an extensive timeline of Kenworth's history, video presentations, vintage Kenworth badges, and more. Those that expe-

75th anniversary tour, Al Koenig purchased the special truck and trailer combination, which has remained in the Koenig family. Since then, the Koenig family has periodically showcased the trailer at truck shows and events so communities around the country can learn about Kenworth's history. In preparation for this year's anniversary tour, Kenworth re-connected with the Koenig family to restore the trailer and update the historical exhibit with new information about Kenworth's history.

"My dad loved trucks, especially Kenworths," Chris Koenig recalled. "He was a firm believer in the Kenworth product, which is why he only operated Kenworth trucks when he owned Midwest Specialized Transportation."

According to Koenig, Al was a serious truck history buff and once served as chairman of the America Truck Historical Society and held positions with the America Trucking Association and other trucking organizations to help preserve the history of the trucking industry. So when Kenworth approached him in 1998 about helping with Kenworth's 75th anniversary tour, the answer was 'absolutely.'

"From Kenworth plant tours, attending customer events, and getting to know Kenworth employees over the years, my dad grew a deep appreciation for Kenworth's rich history," said Chris Koenig. "He liked to collect truck memorabilia. When the Kenworth 75th anniversary tour ended, he wanted to own part of Kenworth's history through the truck and trailer combination and teach others about Kenworth's history."

"Our family relationship with Kenworth goes way back and it was exciting to have them reach out about using the trailer to pay tribute to its 100th anniversary this year. I know dad is looking down, smiling that the trailer is being put to good use to teach the younger generation about the history of the company he took so much pride in."

"We appreciate the Koenig family's passion for Kenworth trucks and allowing us to use and restore their trailer for this tour to celebrate our 100th anniversary," said Jim Walenczak, Kenworth assistant general manager for sales and marketing. "Their dedication to preserving Kenworth's history and sharing

that with the trucking community is truly special."

The Kenworth 100th Anniversary-themed trailer and history exhibit will be pulled by a T680 Signature Edition anniversary truck equipped with a 76-inch high-roof sleeper and the PACCAR Powertrain featuring a PACCAR MX-13 engine, PACCAR TX-12 automated transmission, and PACCAR DX-40 tandem rear axles. The trailer will be featured at the following public events, and more tour stops are likely to be added. For the latest

updates on the history trailer, visit <https://www.facebook.com/Kenworth.Truck.Co/>.

-July 13-15: Walcott Truckers Jamboree at Iowa 80 Truckstop, Walcott, Iowa

-Aug. 24-26: Brooks American Truck Historical Society Show, Brooks, Oregon

-Sept. 26-29: Utility Expo, Louisville, Kentucky
Throughout 2023, Kenworth is celebrating its historic 100th anniversary. To learn more about the 100th anniversary celebration visit www.Kenworth100.com.

Kenworth to Sponsor ALABAMA'S "Roll On" Tour



In 2003, the band visited the Kenworth plant in Renton, Wash., to pick up a new Kenworth W900 72-inch AeroCab.

Kenworth Truck Company announced it will partner with legendary country music band ALABAMA to sponsor its "Roll On 2 North America Tour."

Kenworth is providing ALABAMA with a Kenworth T680 76-inch mid-roof sleeper for the band's 2023 concert tour. The partnership, which also coincides with Kenworth's 100th anniversary, is the renewal of a relationship

that spanned a 15-year period from 1988-2003 when Kenworth sponsored its annual "Truckers Appreciation Concert" starring the popular, multiple award-winning band. The concert was held at Freedom Hall in Louisville in conjunction with the Mid-America Trucking Show as a way to thank truckers and the trucking community for its support.

Come see us at the Walcott Trucker's Jamboree! July 13-15

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5th Annual Gear Jammer Magazine Truck Show



ready began to fill up. One of the most popular events at the 2022 show was a trucker themed wedding. Friday evening during the light show, Arien Ruell and Marki Rae Gregg were able to say forever. Their first date took place at our first annual show, which made this wedding even more meaningful. We wish the both of them a happy and healthy marriage. After the wedding live concerts took place. Barefoot Rebel & The Houston Bernard Band were able to keep the show going into the night. Followed by the concert was the light show and fireworks display! Saturday had many cool events to keep the crowd entertained. Tons of cool rides participated in the trucks pulls during the day and by the evening the trophy presentations took place.

his beautiful reefer combo. Best of show bobtail went to Francis and Luis Richard out of Canada, who showed off their stunning baby blue Pete. All of us at Gear Jammer Magazine would like to thank our sponsors, participants, spectators, vendors, and volunteers. Without all of you this show wouldn't be the success that it is. The 6th Annual Gear Jammer Magazine Truck show will take place at a brand new bigger location this year. It will take place July 21st and 22nd at Franklin County Fairgrounds in Greenfield MA. We have tons of new events in store for this year's show. So make your plans now and head on out to Franklin County Fairgrounds for a can't miss show!

by Matt Conrad

The 5th Annual Gear Jammer Magazine Truck Show, held in July of 2022, was one for the record books. With the help of everyone involved, we were able to set a record donation total of \$82,150. This was the most money we have raised from a single event yet. This money went directly to the Doug Flutie JR Foundation, to help benefit children with autism.

Over 600 trucks from Canada and the USA filled the pits and racetrack of Monadnock Speedway in Winchester NH. Trucks started to arrive on Wednesday to get cleaned for the big show. By Friday the track and pits had al-

Best of show combo went to Cole Harvey with

- Photos courtesy of Gear Jammer Magazine -



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MOVIN' OUT Calendar of Events



July 8 – 11th Annual International Motor Truck Gathering - 92 Industrial Park Rd., Muncy, PA. 17756 All model International trucks – big or small, rusty or restored, from 1907 to present. No registration fee, Auction at 3:00 pm. All makes of trucks welcome. For more info, email billand-suebs4@gmail.com or call 272-202-8253 or 570-772-3773.

July 13-15 - 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 14-15 – 5th Annual Jaeschke Trucking Truck Show - Webster County Fairgrounds, Fort Dodge, IA. Top prizes awarded for Top 5 Bobtail, Top 5 Combo, Farthest Traveled, Top 3 Lights Bobtail, Top 3 Lights Combo. Food Vendors Onsite. Webster County Fair Events (including Carnival), Light Show at Dark, Tuff Truck Races, Truck Pulls. For more info contact Kyle at 712-210-4087.

July 21-22 – Gulf Coast Big Rig Truck Show– MS Coast Coliseum & Convention Center, 2350 Beach Blvd., Biloxi, MS 39531. Showcases the working truck, supports the military and first responders. as well as raising money for the Wounded Warriors Project. The two day event ends with an escorted convoy along the beach displaying the trucks from the Chrome on the Coast Contest! For more info, call 985-630-9171. Email: pattimccleney@gmail.com

July 22 – Keystone Chapter ATCA Truck, Tractor, and Machinery Show – 139 Municipal St., East Freedom, PA. Dash plaques while supplies last. No judging. For more info, visit www.keystonetrucks.org or call 814-224-2084.

July 21-22 – 6th Annual Gear Jammer Magazine Truck Show – NEW LOCATION! Franklin County Fairgrounds, 89 Wisdom Way, Greenfield, MA. 01301. All proceeds donated to The Doug Flutie, Jr. Foundation for Children with Autism. Over 100 trophies, vendor midway, Light Show, kids activities and more. For more info call Bob @ 508-212-9998 or email: mttconrad7@aol.com

July 28 – 3rd Annual SWVA Big Rig Showdown – Russell County Government Center, 139 Highland Dr., Lebanon, VA. Big Rigs, Truck Parade, Light Show, Music, Food. Proceeds go to 2 local non-profit organizations. For more info call 276-701-2865 or email: kiserbrs@gmail.com

August 4-6 - Carlisle Truck Nationals - Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit www.carlisleevents.com

August 4-5 - The Midwest Classic – Burt County Fairgrounds, Oakland, NE. Combo, Bobtail, Show & Shine Truck Show. Live Music, Friday Night Fireworks. Call Brock at 402-630-8103 for more info.

August 4-5 – Great Salt Lake Truck Show – Lehi, UT. www.saltlaketruckshow.com

August 11-12 – 34th Annual Waupun Truck-n-Show – Waupun Community Center, Spring St., Waupun, WI. For more info call 920-324-9985 or email: waupuntrucknshow@gmail.com

August 12 – Central Illinois Truck Convoy – Lakeland College, South Route 45, Mattoon, IL 61838. Benefits Make-A-Wish® Illinois. For details, call Sid @ 217-205-0332.

August 19 – Trivista Antique and Custom Truck Show - Cerni Motors, 5751 Cerni Pl, Youngstown, OH 44515. People's Choice Awards, Fun for the whole family, Food. All trucks welcome. Proceeds to benefit charity. Call Ray for details – 440-570-5859.

August 25-16 – Brooks Truck Show – Pacific Northwest Truck Museum, Brooks, OR. For more info phone 503-463-8701

August 26 – Bedford County Convoy of Diesel Dreams - Bedford County Fairgrounds, Rt. 30 & I-99/220 South Bedford, exit, Bedford, PA. Benefiting those in our community. Truck Convoy, Food, Basket Raffle, 50/50 Drawing, Trophies, Music. Show open to all trucks, Commercial Trucks only participate in the Truck Convoy. Rain or Shine. For more info call Lisa Jay @ 814-207-0690 or Lacy Decker @ 814-935-4454

September 2-3 – No Coast Truck Show – Heritage Park, Forest City, IA. For more info 641-565-3566

September 8-9 – Big Iron Classic – Dodge County Fairgrounds, 62922 Hwy. 57, Kasson, MN. Truck Show, Truck Pulls, Live Bands. Phone 507-254-4007 or email: info@bigironclassic.com

September 14-17 – 27th Annual Richard Crane Memorial Truck Show – St. Ignace, MI. Call 800-338-6660 for additional info.

September 15-16 – 20th Anniversary Sioux Falls Truck Convoy – W.H. Lyon Fairgrounds, Sioux Falls, SD. Law Enforcement Torch Run For Special Olympics South Dakota, Truck Convoy for Special Olympics. For more info visit www.sdconvoy.org

September 15-16 – Busted Knuckle Truck Show – Wilkins Oklahoma Truck Supply, Tonkawa, OK. Phone 800-299-5308 for more details.

September 21-24 - Guilty By Association Truck Show - 4 State Trucks, 4579 Highway 43 South, Joplin, MO. Truck & Tractor Pull, Demolition Derby, Monster Trucks, Truck Convoy for Special Olympics, Food Vendors, Music Concerts. For more info visit www.chromeshopmafia.com

September 21-23 – Joplin Truckers Jamboree – Joplin 44, I-44 Exit 4, Joplin, MO. Phone 417-624-3400 for more info.

September 22-24 – Truckers4Hope – Clinton County Fairgrounds, Mill Hall, PA. Non-judged Semi Truck Show benefitting Cystic Fibrosis Research and Hope 4 Hayze. For more info, visit www.truckers4hope.com

September 29-October 1 – 3rd Annual Soza Memorial Truck Show – Stanislaus County Fairgrounds, Turlock, CA. All proceeds benefit Dyslexia For Kids in honor of AJ Soza. For more info call Ashleigh Soza @ 209-247-9739 or email: sozameorialtruckshow@yahoo.com

October 7 – 7th Annual Hot & Cold Big Rig Truck Show – Highway 54, Pratt, KS Presented by Southwest Truck Parts. Truck Show, Truck Parade, Music. For more details, email: truckshow@swtp.com

October 13-14 – LargeCarMag 14th Annual Southern Classic Truck Show – White's Travel Center, I-81 Exit 205, Raphine, VA

October 20-21 – Draggin' & Pullin' In The Pines – Pine Valley Raceway, FM 2497, Lufkin, TX. Call 936-552-6719 for additional details.

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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Visit us on the web at www.movinout.com

A Likely Story No Thanks, I'm Driving



By Roger Clark

Like many of us, I devote sixty hours a week to making sure a load of greeting cards, gift certificates, child support checks, and my sister-in-law's hand-made envelopes make it safely to their destination. Reading Jen's letters is a twice-weekly study in humor, history, candor and squinting as she fills every square inch of paper with horizontal and vertical hand-written sentences. She and husband Ken are God-fearing, hard-working Cornhuskers who live every day in a spirit of humility and gratitude.

My wife's whole family is like that. They won't cuss, can't drink, don't smoke, and wouldn't know a kilo of coke if it dropped in their lap. They're all physically fit, spiritually grounded, mentally stable, and devoted to making the world a cleaner, safer, saner, and beautiful place to live. But it's okay. We like them anyway.

People like them remember a compliment from ten years ago but forget about me cursing up a storm yesterday morning. They remember the shirt I wore to a high school volleyball game in 2015 but can't recall my bad manners last week at the dinner table. And it's no use. I can't get them to change.

The most beautiful of the bunch is my darling wife, who is always number two, no matter who else is in the room. There isn't anything she wouldn't do for her God, husband, family, or grandbabies, regardless the day, hour, weather, or location. And nothing dims her spirit of joy, even seeing me off to work at 2:00 AM with a fresh thermos of coffee in the lunchbox.

She knows better than anyone how to keep me awake, put me to sleep, help in the office, and finish a conversation on the phone when I start cussing. She has great empathy and zero pity. She is openly compassionate but with unseen emotion. She's quick to praise, slow to anger, works hard, and rests smart.

Eight years into this marriage and Susan still graces every meal with formal place settings. She's not just a good cook, but a thoughtful one. Since May of 2016, WE have been on a low-sodium diet, and WE have unrestricted access to healthy choices that she studies relentlessly.

Even a quick trip in our Chevy Grocery Grabber can take two hours, but I'm convinced each run adds a year to our life span. And believe me, at my age every day is a minute shorter than the last one.

The woman is a gardener, mower driver, wildlife curator, and still has great curb appeal. She's into yoga, walking, fitness, and probably records more steps running errands than I do in a week. Every day she practices her Spanish lessons, studies the Bible, writes to her siblings, and proof-reads my meager contributions to the written word.

We have a fifty/fifty deal with money. I make it, and she spends it. Because of me, the data looks like financial chaos. Because of her, we have the highest possible debt-free credit rating. Because of me, I bring home the bacon. Because of her, we have the home to bring it to.

I don't thank her near enough, and it's because I'm driving. Okay, maybe it's just that I'm lazy, or haven't learned how to dial a cell-phone. I thank God for her every day. One thing I know for sure is that I'll never leave her, which could also be attributed to laziness, but there's also this. If she ever leaves me, then there's no doubt about it. I'm going with her!



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Smith Transport Honors Drivers of the Year



Smith Transport's Women in Leadership congratulate the Drivers of the Year. From left to right: Jess Neville, Chris Weaver, Bobbi Martin, Mandy Walter, Lisa Wessinger, Ron Wilson, Paul Storm, Jenn Hillegass, Jamie Umbower, Deb Hardeman. Photo by Pam Pollock -



From left to right: Dane Smith, Mike Donovan, Joe Musselman, Ron Wilson – Smith Transport Over the Road Driver of the Year, Paul Storm – Walmart Dedicated Driver of the Year, Todd Smith – President of Smith Transport, Thad Spiridigliozzie, David Redline. - Photo by Pam Pollock -

continued from page 1

Smith Transport, addressing the attendees during the awards ceremony, said: "Today marks the 27th year of celebrating Smith Transport Drivers of the Year. These 2 gentlemen represent the best of the best. We have 850+ drivers at Smith Transport and to pick 2 drivers for this honor was not an easy task."

Smith spoke about the state of the economy, stating that the trucking industry capacity is up 20%, while freight is down 40%. The trucking industry

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believes that the recession will be over late this year/early next year.

He then spoke about Smith's continuation of expanding their fleet, with 141 new Peterbilts on order as well as 25 new Freightliners.

Following the Awards Ceremony, attendees were treated to a lunch catered by Sipes BBQ.

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Working Show Truck Of The Month

Tracey Rieks – Owner/Wade Beck -Driver/T.L. Rieks



by J Ferrell Custom trucks, including the cleaned cab roof with extra lights, polished visor, the 70" custom ATG sleeper, polished rear light bar, and air hook-ups that come out of the back of the frame. The trailer has a custom 3 axle bogey that they built in house, a custom stainless rear end, and plenty of lighting all around. Jimmy installed the air system on the trailer and all 3 axles are bagged.

suspension was installed, along with an Spl250 driveline and a heavy 22918 transmission. Power comes from an Acert CAT motor that's "tuned up" to 800+ HP, and the upholstery inside is courtesy of Randy at Sparetime Fab.

From the smooth bumper up front, all the way back to the lighted panel below the painted trailer doors on the Great Dane, this is one cool combo that definitely stops traffic! Movin' Out salutes Tracey Rieks for his vision on the truck & J Ferrell Custom Trucks for their incredible build, with our choice of T.L. Rieks' latest ride as our July 2023 Working Show Truck of the Month.

Deihm Services laid down the flawless paint on the truck, and the sound system was done by RAD Solutions. All custom fab work was done in house



By Robert Conrad
This classy 2016 KW W-900 & 2017 Great Dane 54" Super Seal reefer combo belongs to Tracey Rieks, and he knew just who to have build his latest ride, J Ferrell Customs Trucks based in Gap, PA.

Jimmy Ferrell, owner of J Ferrell Custom Trucks, definitely knows how to give a truck just the right look and he & his talented staff knocked this one out of the park for Tracey. In fact, the judges at the PKY

Truck Beauty Competition agreed, awarding Tracey Rieks & his "killer combo" 1st place in the First Truck Show Combo class at MATS this year.

J Ferrell Custom Trucks is located in Lancaster County, PA, but truckers come from all over the U.S. to have Jimmy & his crew get their rides looking right! This W9 started out as a glider kit and Jimmy added 1/2" frame rails and finished the wheelbase at 325". An ADZ Nuway



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Qty 3 – Fontaine 55HDSR, 53'x102", 55-Ton Capacity, 26' Main Deck Length, 5 Ride Height Positions, Rear Lift Axle, Available in Red & Black.



Qty 5 – 2019/2020 Utility Reefer, 53'x102"x13'6", Inside Width 98", Inside Height 103", Air Chute, Aluminum Fuel Tank.



Qty 5 – 2023 Heil MW Cementer, 3 Hopper, Full Rear Discharge, Galvanized Hangers.



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Qty 16 – New 20XPT, 20-Ton, (7-Angle Iron Ramps, 6-Wood Ramps, 3-Hydraulic Ramps).

Qty 10 – New 25XPL, 25-Ton (Qty 5 – with Hydraulic Ramps) Both Red and Black.

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Qty 50 - New 2024 Fruehauf 48' & 53'x102" Steel Flatbeds w/ Spring Sliding Tandems & More! Starting at \$43,995.00 FET included!

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Qty 19 – New Fontaine Workhorse 55LCC, 18" Deck Height, 26' Well, o/s Alum Wheels, Rear Lift Axle, Some with Wheel Covers, Both Red and Black.



Qty 50 – 2005/2006 Trail Mobile Sheet & Post Vans, 53'x102"x13'6", Inside Width 99", Inside Height 110", Anti-Dock Walk Feature.



Qty 40 – 42' Wabash-Dry Vans, 42'x96"x12'5", 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).



Qty 6 - New Eager Beaver Pavers, 35 GSL-PT Hydraulic Detachable Lowboys, 35-Ton, 24' Deck, Air Ride.

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

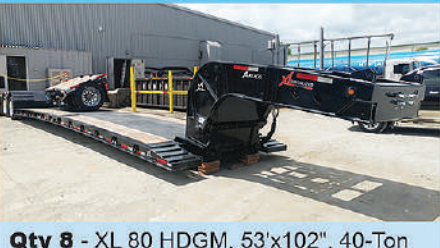


NEW VANGUARD REEFERS

Qty 30 - 53'X102"X13'6", Carrier X4 7300, Air Ride, Quilted Stainless Steel Doors.



Qty 22 – 2023 Transcraft DTL-2100, 48'x102", Main Deck Length 38', Winch Track on Roadside, Tie Bars on Curb Side, Some with Dump Valves.



Qty 8 - XL 80 HDGM, 53'x102", 40-Ton Minideck, Hydraulic Classic Neck, 33'7" Clear Deck, 12" Loaded Deck Height, Accepts Both Flip Box and Flip Axle. (Qty 3 – with a Full Width Top Deck, Qty 3 – with Pony Motor)



2019 Kalyn Siebert 60-Ton Lowboy, 59'x102", 30' Deck Flip Axle Connections at Rear, Hydraulic Detachable Gooseneck, Dual Hydraulic, Front Lift Axle.

Unit # 5286



In Stock Now - Fontaine 65-Ton Modular Drop-Side Rail, 28' Well, 60" Axle Spacing, Pony Motor, 70" Hydraulic Flip Box, 2 Axle Jeep, EQ2 Hydraulic Spreader, Intermediate and Rear Flip Axles.



2016 Great Dane Vans with Lift Gates and Two Side Doors:
 Qty 3 – 45'x96"x13' with Lift Gates and (2) Side Doors
 Qty 2 – 45'x96"x13' with No Lift Gates and (2) Side Doors
 Qty 1 – 40'x96"x13' with Lift Gates and (2) Side Doors
 Qty 2 – 40'x96"x13' with No Lift Gates and (2) Side Doors

Discounted Parts Pricing is While Supplies Last

<p>\$24.75</p> <p>KINEDYNE 2"x30' STRAP & HAND RATCHET ASSY Part # 513020</p>	<p>\$102.00 150' ROLL</p> <p>3M RED / WHITE REFLECTIVE TAPE Part # 913-32</p>	<p>\$58.00</p> <p>30/30 STANDARD STROKE BRAKE CHAMBER Part # 1010460</p>	<p>\$4.25</p> <p>SCREW-ON GLADHAND RED / BLUE</p>	<p>\$50.00 \$12.50 (BOX OF 50PCS.) (PKG. OF 10PCS.)</p> <p>21" TARP STRAPS NATURAL RUBBER W/CRIMPED HOOKS Part # NR21</p>	<p>\$16.25</p> <p>KINEDYNE 4"x30' FLAT HOOK STRAP Part # 423021</p>
<p>\$24.00</p> <p>KINEDYNE SLIDING STEEL WINCH Part # 1020</p>	<p>\$85.00 \$55.00</p> <p>3/8x20FT GR70 CHAIN W/CLEVIS GRAB HOOKS 5/16x20FT GR70 CHAIN W/CLEVIS GRAB HOOKS</p>	<p>\$49.95</p> <p>• With Load & Lock™ Anti-Theft Feature</p> <p>PADLOCK NOT INCLUDED</p> <p>RATCHET BINDER 5/16" - 3/8" W/ANTI-THEFT FEATURE</p>	<p>\$41.50</p> <p>CHAIN LEVER BINDER Part # 10036</p>	<p>\$17.50 EACH</p> <p>MESH BANNER</p>	<p>\$6.15 EACH</p> <p>RED MESH FLAG W/DOWEL</p>

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<p>All Aluminum, Steel & Combo Flatbeds 48'-53'x102" Air-Ride and Spring Suspensions</p>	<p>Hydraulic Detachables 35-Ton & 55-Ton Hydraulic Detachable w/Self-Contained Pony Motors</p>	<p>Flatbed Extendables 48'-80'x102"</p>
<p>Landoll Traveling Axles 50'-53' 44CB w/Pony Motor</p>	<p>Dry Freight Vans 53'x102" Air-Ride and Spring Suspensions</p>	<p>Dropdecks 48'-63'x102"</p>
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- Quicker spool up than OEM with less lag
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