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"THE JOURNAL OF THE TRUCKING INDUSTRY"

Second Annual Semi-Casual Truck Show



The Second Annual Fitzgerald Peterbilt Semi-Casual Truck Show featured beautiful Big Rigs and laid back fun for the entire family! Turn to page 14 for more photos.

- Photos by Jessica Fitzgerald and Brian Bourke -

Big Rig Lending – We Lend So You Can Drive



The Big Rig Lending Staff is ready to help YOU.

by Steve Pollock

DALTON, GA... Unforeseen expenses usually happen at the worst possible time. Whether it is a breakdown, tire replacement, plates, taxes or insurance

premiums or maybe you just need working capital, Big Rig Lending can help. Big Rig Lending is not a load factoring company or a financing company; they offer financial support to commercial

truck owners to keep them and their business going. Using their truck for collateral, owner-operators can borrow up to \$15,000 in as little as 48 hours.

continued on page 11

Miller Truck Lines – Family Owned and Family Driven For 35 Years



by Steve Pollock

STROUD, OK... It is rare to find a company these days that has been around for 35 years and even more rare when it is still owned by the same family. Miller Truck Lines, from Stroud, Oklahoma, was founded in 1983 by James

and Bonnie Miller. As the company grew their three sons Jim, Don and Bobby worked right alongside them. The company continues to thrive under the management of the Miller family. The secret formula? To accommodate the needs of their customers and drivers;

this expands business and retains quality employees to service that business. To their credit, James, Jim, Don and Bobby all possess(ed) CDLs and have driven professionally themselves.

The understanding of what pro- continued on page 8

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Cooper Roadmaster – A Tire For Every Application

by Steve Pollock

FINDLAY, OH... Roadmaster commercial tires engineered by Cooper Tire have long been recognized as one of the most popular tire brands among owner-operators. Known for their durability, the Roadmaster brand offers a great balance between performance and value. Cooper Tire has engineered the entire Roadmaster tire line to be application specific for their customers. There are tires for long haul, regional haul, and mixed services, as well as pick-up and delivery – many of which are also SmartWay verified for superior fuel economy. No matter what type of work you do with your truck, Roadmaster Tires™ by Cooper has a tire for you.

Long haul truckers will like the RM852 EM™ premium 30/32nds drive tire that offers 3D Micro-Gauge™ siping and a solid shoulder design providing improved traction. The RM852 EM™ drive tire uses a premium tread compound and tread lugs that are uniquely designed to resist squirm, allowing for more even tread wear and longer tread life. The Roadmaster RM180+ EM™ is an 18/32nds long haul steer tire that is SmartWay verified for low rolling resistance with a modern tread pattern and high tensile strength four belt construction. For the trailer, the Roadmaster RM872 EM™ is a 12/32nds long haul tire offering exceptional performance with excellent fuel efficiency.

The Roadmaster Regional Haul series is designed for high scrub

applications and stone ejection. These tires feature four full width high tensile strength steel belts. The RM234 EM™ and RM185™ are both all position tires for regional hauls. The RM185 HH™ is specifically designed for heavy haulers with a five rib tread design and four full width high tensile steel belts. For spread axle trailers, Roadmaster tires has designed the RM272™. It features a special tread compound designed to minimize tire scrub when turning with a spread axle trailer, along with a rounded shoulder profile and stone ejector ribs. The tread compound also reduces cutting and chipping of the tire as well. For regional pick-up and delivery, the open shoulder Roadmaster RM254™ drive is the tire of choice for the traction and tread wear associated with frequent stopping and acceleration.

Roadmaster's Mixed Service line is designed to operate in a variety of environments. The RM230 WH™ is ideally suited for waste haulers with a special high wear resistant compound that reduces tread wear, protects sidewalls and reduces tire scrub. This tire has a deep 24/32nds tread depth for cut and chip resistance. The Roadmaster RM230 HH™ is a 22/32nds on/off road all position tire for heavy haulers. A robust tread pattern and rubber compound and four high tensile strength steel belts provide retreadability, superior treadwear and cutting and chipping resistance. The new RM332 WB™ is a heavy-duty 23/32nds wide base tire designed for the steer axle in

on and off road service. The RM300 HH™ is a rugged 29/32nds on/off road drive tire designed for heavy haulers.

Pick-up and delivery tires require high scrub resistance; stone ejectors and curb bars to maximize tire life. Roadmaster offers the RM234 EM™ SmartWay verified all position tire. The Roadmaster RM170™ is an all-position tire for pick-up and delivery applications in 17.5 and 19.5 sizes. It can also be used on low platform trailers.

Beverage haulers can use the RM254™ open shoulder 26/32nds drive tire with confidence. It can also be used on straight trucks or delivery trucks. It has an aggressive tread pattern and robust tie-bars, stone protector ledge and curb bar with sidewall depth indicator. The Roadmaster RM253™ is an ideal tire for pick-up and delivery applications needing 19.5 sizing. It is designed for traction in all kinds of weather and has a robust center rib, modern traction tread pattern with a stone protector ledge and curb bar with sidewall depth indicator.

No matter what your application, Roadmaster commercial tires has what you need and they stand strongly behind their product offering a two-cap casing buyback warranty.

For more information about Roadmaster tires, visit www.roadmastertires.com or contact your local Roadmaster dealer.

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Off The Beaten Path



by Pam Pollock

like they happened just yesterday. He is a walking encyclopedia of customers and stories that have been published in Movin' Out. He still enjoys his rock and roll music and a good action flick movie. He cheers loud and proud for the Pittsburgh Penguins, Steelers and Pirates. He makes time for his friends and family – which is a rare trait these days. Here's to you, Steve and a great 60 years of your life – you were 60 well! I think you are good for at least another 30 years.



Three generations of outdoorsmen! Uncle Dan turned 30 ten days before Pap Steve turned 60. Declan loves to put on some camo clothes and hang out with his Uncle and Pap!



You Wear It Well...

It's a pretty well known fact that I like to bust my spouse's stones. I do so whenever the occasion presents itself. I especially like to rub his nose in the fact that he is 3 years older than me.

Steve turned SIXTY the first of May and of course I had to throw him a little party – with a theme- no surprise, huh? I chose "Old Dinosaur", partly because, well, he is an old dinosaur now and also because the grandkids are obsessed with dinosaurs. (Anything for the grandkids.)

Although I rib and yank his chain (a lot!), I truly love this guy. I am in awe of his kindness and big heart. I admire his loyalty for his friends and family and his work ethic. He will do just about anything for his friends and family, and even total strangers. Steve has never been afraid to get his hands dirty – and those calloused hands reveal a man who can work on his vehicles, plant and harvest a garden, do house repairs and swing an axe. He is most happy and comfortable being in the outdoors, whether it is hunting or fishing with his son and father-in-law or just hiking in the woods. He may be 60 but he doesn't look or act it!



Steve loves to talk and tells very long-winded stories. His memory is unbelievable – he can recall events from 40 years ago



Here's to the man who willingly adorns costumes (he's Olaf) and gives piggy back rides and plays in the dirt with his grandkids.

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Beemac Trucking Opens New Driver Center



by Steve Pollock

AMBRIDGE, PA... Beemac Trucking has opened a new Driver Recruiting and Training Center at 2820 Duss Ave. in Ambridge, Pennsylvania, just outside of Pittsburgh. The new drivers center will be used for Beemac's Recruiting Department as well as orientation for drivers the company has hired.

Guest speakers at the dedication included Senator Elder Vogal of Pennsylvania's 47th District, Representative Robert Matzie of the 16th District and Beaver County Commissioner Dan Camp III, who at one time worked for Beemac Trucking. Officiating the event, which included catered refreshments, were Beemac Trucking Owner

and CEO Rick Macklin and Beemac Trucking President Loren Dworakowski.

Rick Macklin said this about the company's Professional TruckDrivers, "We need to treat drivers as we would like to be treated. These men and women spend 70 hours a week in their truck in all kinds of weather. We need to give them the respect that they deserve."

Beemac Trucking was founded in Beaver County, PA in 1982. The company has since grown to over 400 employees. Beemac Trucking has about 60 company drivers and approximately 300 permanently leased owner-operators. The company has a network of 25 agents and terminals.

L to R: Beaver County Commissioner Dan Camp III, 16th District Representative Robert Matzie, Beemac Trucking CEO/Owner Rick Macklin, Beemac Trucking President Loren Dworakowski, and 47th District Senator Elder Vogal.



Beemac Trucking's new Driver Recruiter and Training Center.



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High Performance Diesels with Bruce Mallinson

Chemical Engineering has come a long way during my working career. Back in the 1950's, anything made out of plastic was usually of very poor quality. We only had black electrical tape, masking tape and scotch tape. Silicone sealants were almost nonexistent. Whoever thought there would be double face tapes that could hold panels on trucks and trailers without rivets and screws by the late 1990's let alone what we have today in chemicals and plastics. Cummins Engine Company came out with a chemical that would eat the carbon off of an

injector plunger while the engine was idling. One gallon would run through the engine in about 1 hour and the injector cups and plungers were spotless. This was for the NTC 444 engines and was to be used before setting the injectors. When I would rebuild a set of injectors I would use a wire wheel to clean the embedded carbon from the plunger tip. Now a chemical removes 100% of the carbon without removing the injectors.

Let's fast forward to today, Lucas Oil is a phenomenal chemical company and all of their products

do exactly what they say will do. 20 years ago, Forrest Lucas and I were speaking at a seminar in Victorville, CA and he told me that if he could not make the very best product, he would not make it all. Lucas products that I personally use are the Fuel Conditioner, Oil Stabilizer, 15W40 Magnum oil, Semi-Synthetic Automatic Transmission Fluid, Slick Mist, 80w90 gear oil, and the Power Steering Fluid. I have never had a failure on any part of a vehicle that has Lucas Oil products in or on it.

More on chemicals, about 3 years

ago we at Pittsburgh Power came up with a way to clean the entire emissions systems of today's diesel engines. The entire process took about 12 to 14 hours. Many of the emissions related parts were disassembled, the EGR soot was scraped away, and then the part was washed in solvent and re-assembled. The sensors were removed and cleaned in our ultra-sonic parts cleaner. Once everything is assembled we would do a forced re-gen on the Diesel Particulate Filter. This cleaning process has been very successful and most of owner-operators ran trouble free with today's new emissions engines. This past winter a company called us with a new machine they wanted us to try. It is an emissions cleaning system that uses foam to remove carbon and EGR soot. While the engine is running foam is pumped into the EGR system and the intake manifold, a computer is connected to the EGR valve and the Variable Geometry Turbocharger. EGR is idling and the variable vanes in the turbo move very little, so for a thorough cleaning the installed computer actuates the EGR valve and the VG turbo while the foam is being injected. Whatever this chemical is that makes up the foam, it's pungent, it smells like burnt urine, and the entire shop is filled with this odor. After the first engine was cleaned with the pressurized foam, we disassembled the intake, EGR valve, the VG turbo and many of the sensors to see if it really worked, and we were amazed at what we saw. Chemical Engineering has come through once again, the EGR soot was gone, and all of the manual labor we had

to do before was now drastically shortened. The cost of the chemicals is expensive, however what took almost 2 days is now about 6 hours, and places we couldn't get to the foam does. Before you spend money on the emissions systems, EGR valves, VG turbos and DPF filters, let us clean the system with the form and chances are you will not have to buy the expensive parts. Chemical Engineering has come a long way, just like Electrical Engineering!

The bitterness of poor quality remains long after the sweetness of a low price is forgotten. With this thought in mind, think about the radiator in the front of your engine, what an incredible task that fragile copper and brass unit has to perform. Yet many owner-operators purchase the most economical radiator on the market. Then we get the phone call, I just put a new radiator in my truck and it still overheats. We ask how many rows of tubes are in the new radiator and how many tubes per row, and of course they never know. They do know they priced around and did purchase the cheapest one and they still have the overheating problem.

Why do great mechanics buy Snap-On Tools? Because they are the very best and just happen to be the most expensive, just like the radiators we sell at Pittsburgh Power. My good snowmobile friend and owner-operator Mike Lane, loves quality and never cuts a corner on his Western Star. Three weeks ago, Mike called me to order a new radiator for the Western Star powered by a DD5 14-liter Detroit, which we have, producing 720 horsepower. We have a huge inventory of radia-

tors; however, we did not have that one. Fortunately, Mike's radiator was still in somewhat working condition so waiting 10 days for the high flow high capacity radiator was not a problem. First trip was today, May 7th, and he started in Ogden, UT and traveled to Portland, OR. The engine fan never came on, the thermostats are 185 degrees so they fully open at 200 degrees. The return trip over Cabbage Mountain with a gross weight of 70,000 pounds, the coolant temperature rose to 204 degrees, the fan came on for 15 seconds and the coolant temperature dropped to 193 degrees. It gradually rose again to 204, the fan came on for 15 seconds again, and the temperature dropped to 188 degrees and stayed there for the remainder of the mountain, which is 7 miles long. On the level the coolant temperature averaged 177 degrees. Mike says he will need a winter front for the colder temperatures. The stock radiator on the Western Star has 2 rows of tubes for a total of 170 tubes; the Pittsburgh Power radiator has 3 rows for a total of 288 tubes. This is a cross flow radiator and space is limited. For a 359, 379, or 389 Pete we have 4 rows of tubes and 100 tubes per row for a total of 400 tubes. A 550 Cat comes with 234 tubes stock so you can see the difference plus our tubes are dimpled, which adds more surface and cools better than a straight tube. Quality pays in the long term or the first mountain!

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



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If you are tired of it all, the ELD mandate, the HOS and the new HR4 bill that just passed for company drivers, it's time to make a STAND brothers and sisters. The negative impacts will be detrimental to our industry and wages and it needs to come to a STOP. If you are willing to STAND with us, please join us on Facebook "THAT'S A BIG 10-4 ON D.C." This is our plan: October 4th 2018 we will be convoying together from a location to be determined at a later date to stage trucks. This will be a professional organized group

and we are asking for everyone to take the time to get your rigs cleaned inside and out because we will be doing a meet and greet with the surrounding public. We want to show them the professionals that we are and educate them on safety around us and how we live in our trucks so they can understand what we go through. We are staying from October 4th to the 6th and some will be holding meetings with congressman, FMCSA and everyone is welcome to make their own meetings with whoever choose or to stay by their trucks. We are going to be talking to the public about how government forced mandates are effecting the public with rising costs of living, the negative impact it is having on safety for you and your families on our highways.

Drivers it is time to make a stand and if we don't stand now nothing will ever change for the good but only for the worse.

Again follow "THAT'S A BIG 10-4 ON D.C." on Facebook. If you do not have Facebook these are the contacts you can email to get more information on this subject or if you want to know how you can help out. Travel safe everyone and hope to see a lot of you down there with us.

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Understanding Oil Contaminants



By Tom Bock

I received a few questions relating to water, acid formation prevention and what effects the acid has on motor oil, along with a few misconceptions of the how bypass filtration and water removal. All of these are related as they all have major effects on the TBN (Total Base Number) formulated in oil to prevent the acid formation.

How does the acid form in oil? Acid is the combination of water (H2O) and sulfur, nitrogen, or carbon that are found in oil, diesel fuel or soot, combined with heat from normal engine operation. The water comes from condensation of the air used for ignition of fuel.

What affect does water have on oil? Water is the number one contaminant in oil, which is the reason approximately 75% of the additive package in oil is there to counter waters effects. Besides acid formation water will mix with soot and dirt in oil to create sludge. The sludge blocks galley ways and reduces the flow rate etc. The sludge also attaches to parts and hardens to form hard

carbon deposits that get trapped between moving parts scratching or scoring them. Water also increases the emulsification of oil reducing the viscosity and in severe cases cause cavitation that increases wear.

Why doesn't the heat of the engine evaporate the water? While the engine temperatures are sufficient to evaporate the water, the water must be at the surface to evaporate. While the engine is running and oil pumping the water is encapsulated and emulsified and not at the surface. Remember water is heavier than oil and will be at the bottom of the crankcase where the oil is picked up and circulated through the engine. Sure the pickup is a few inches above the bottom of the reservoir but water is circulated with the oil anyway. In addition the engine is a closed environment with only a small blow-by tube to release the evaporation the majority of the oil will condense and drop back down in to the reservoir.

How do you reduce acid formation and prevent engine damage from pitting and deterioration of seals etc.? Oil manufacturers add base elements (calcium, magnesium, boron, phosphate etc.) to oil to neutralize the acid. A comprehensive oil sample will include the TBN to ensure the oil contains sufficient amounts of base materials to neutralize the acid. This is extremely important if you are extending oil drains to

protect engine. Keep in mind that the base material depletes over time and is negatively affected by excessive engine heat and needs to be tested periodically.

Do bypass filtration systems help to eliminate the water and reduce acid formation? The simple answer is yes, however not all bypass system are designed to do so. There are bypass filter systems that filter the solid contaminants very well but have very little effect on water. There are numerous systems designed to either evaporate and remove the water from the oil or absorb the water in a cellulose filter element. Both types of systems are effective in reducing the water content and therefore the acid buildup. As I have worked with Oil Purification Systems and am familiar with all the systems on the market I suggest you thoroughly investigate the pros and cons of each system before installing one.

There are TBN enhancers on the market that will add base materials to your oil to help neutralize the acid however eliminating the water of the oil is the best preventative approach to keeping corrosive wear to a minimum. Do the research and make an informed decision.

If you have any questions for this column please send to: tbock@horizoncp.biz with subject line Movin' Out Question.



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The Miller Family

continued from page 1

professional truck drivers deal with on a daily basis has given the Millers a deep appreciation of what drivers do. Consequently, the Millers have successfully created a good work environment for drivers and employees, which have enabled them to have a driver turnover rate well below the national average and an employee turnover rate that is nearly non-existent.

In 1983 James and Bonnie Miller purchased three used Freightliners to haul produce. As the company grew, customers began to inquire about Miller Truck Lines handling other commodities and service other lanes, which often required the use of different equipment. In order to accommodate these requests, Miller Truck Lines began diversifying their services and today operates dry vans, reefers, flatbeds, over-dimensional and heavy haul, tankers, pneumatics, roll-off and end dumps. The flatbed side has

had recent growth to now dominate the portfolio of services in the 450-truck fleet. This diversity allows for a greater appeal to drivers and, at the same time, offers financial security to Miller Truck Lines and their drivers as the economy changes.

Professional Truck Drivers can choose to operate nearly all of the various equipment available in the industry and also choose their hometime with local, regional and long hauls. There are opportunities in Stroud & Tulsa, Oklahoma and Houston, Texas for local and regional drivers who want to be home every night or home more regularly. OTR drivers and contractors can be located nearly anywhere in the lower 48 states and can be home every couple of weeks. The Miller Truck Lines fleet is comprised of approximately 50% company drivers and 50% owner-operators. Competitive rates and plenty of miles allow Miller Truck Lines drivers the opportunity to make a strong living.

The reefer and van divisions offer regular and dedicated lanes. The flatbed, heavy haul and over-dimensional divisions are predominantly irregular routes but also offer repetitive lanes. Flatbeds run all of the lower 48 states with some Canada, the

van/reefer division continues to expand its service area. Tanker, pneumatics and roll-off are, for the most part, local and regional in their service areas.

Miller Truck Lines is 100% E: Log compliant, offering contractor free E:Log devices and training to all drivers as to how to use them. Contractors receive 100% of the fuel surcharge and enjoy fuel discounts at travel plazas across the country, as well as insurance discounts through approved carriers. Miller Truck Lines will pay for plates and permits, providing the contractor maintain a minimum load production monthly. Bonuses are offered to both company drivers and contractors.

Miller Truck Lines invites you to start a career with their company. Sara Carter, Director of Human Resources and Recruiting states, "Our drivers are vital to our success. It is important to not only listen to them, but also to take action. In this industry, drivers have a lot of choices; Miller always wants to be at the top of their list."

If you have 2 years of driving experience, a good driving record and low CSA scores, Miller Truck Lines would like to talk to you. Call 918-447-2162 for career information. You can also apply online at www.millertl.com or at www.movinout.com.

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The Marinized Series 60 Part 2: Unlike The Trucking Industry - All Our Engines Are High Performance

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As far as peak torque and horsepower output the marinized Series 60 is king of the production Series 60 engines. But what about efficiency? For years I've been told marine camshaft and injector combinations were powerful but not efficient. Doing a live dyno test on a Marine engine is hard to do. They make so much more power and rpm that fuel efficiency comparisons are difficult and often inconclusive. I'm an advocate for using real world data anytime I can eliminate outside variables but for these tests I am going to use the DCS test bench and Detroit's fuel consumption calculations that are specific to the 14 liter marine Series 60 and the 2002 14 liter highway Series 60. Years ago I compared Detroit's fueling calculations to brake specific fuel consumption data I collected from live tests and found it to be very accurate as long as the engine and the DDEC program were not modified.

To compare these two engines based purely on efficiency we need

to test them at rpm and torque thresholds that they can both reach. So while I run this test I will be throttling back the marine S60 DDEC so the highway DDEC can keep up.

My goal here is to determine if these calculations support the claim that the S60 marine camshaft and injectors are responsible for loss of fuel economy.

Most would agree idle is when an engine is running but total flywheel horsepower equals zero. Idle load fuel consumption on a truck is tricky to calculate because total engine load is light and a relatively high percentage of total load comes from belt driven accessories like the engine fan, alternator, and AC compressor. In a marine application those parasitic losses are more predictable and generally less than that of a truck. No engine fan, or air compressor to worry about and generally the cooling systems are more efficient. The DDEC IVs that I am using for this test take these parasitic losses into

The first test is at light load between 1200 rpm and 1800 rpm. Torque output is set to 500 ft-lbs

Flywheel Torque 500 ft-lbs	HK 14 liter S60 Highway engine	HK 14 liter S60 Marine engine
1200 RPM (114hp)	5.9 gallons per hour	5.7 gallons per hour
1500 RPM (142hp)	7.5 gallons per hour	7.4 gallons per hour
1800 RPM (171hp)	9.1 gallons per hour	8.8 gallons per hour

The second test is at 1000 ft. lbs between 1200 rpm and 1800 rpm.

Flywheel Torque 1000 ft-lbs	HK 14 liter S60 Highway engine	HK 14 liter S60 Marine engine
1200 RPM (228hp)	11.3 gallons per hour	11.4 gallons per hour
1500 RPM (285hp)	13.8 gallons per hour	13.3 gallons per hour
1800 RPM (342hp)	17.0 gallons per hour	16.6 gallons per hour

The third test is at 1650 ft-lbs between 1200 rpm and 1800 rpm. These are 14 liter engines so they can produce this all the way up to 1800 rpm.

Flywheel Torque 1650 ft-lbs	HK 14 liter S60 Highway engine	HK 14 liter S60 Marine engine
1200 RPM (376hp)	18.4 gallons per hour	18.4 gallons per hour
1500 RPM (471hp)	23.0 gallons per hour	21.2 gallons per hour
1800 RPM (565hp)	28.3 gallons per hour	26.3 gallons per hour

The final test is at 2000 rpm. The highway 14 liter program can only go to 1450ftlbs at 2000 rpm.

Flywheel Torque 1450 ft-lbs	HK 14 liter S60 Highway engine	HK 14 liter S60 Marine engine
2000 RPM (552hp)	27.2 gallons per hour	25.9 gallons per hour

account so testing these two at idle isn't going to be fair. Both of these programs are bone stock.

The first test is at light load between 1200 rpm and 1800 rpm. Torque output is set to 500 ft-lbs I admit, this didn't turn out like I expected. Despite having larger

fuel injectors and a more aggressive camshaft fuel consumption is slightly lower than the highway 14 liter Series 60. Could it be the marine engine's aggressive timing? Maybe. I'm going to look into this further and I'm NOT

sold...yet.

Written by Fernando DeMoura, Diesel Control Service LLC. Website: www.dieselcontrolservice.com Phone 412-327-9400

Palmyra PA... RoadPro Family of Brands kicks off a new way to win the all-new RoadKing® Bluetooth Headset and an opportunity to enter the grand prize drawing of \$2500 in RoadPro Rewards points.

The sweepstakes began on May 1, 2018, and will run through June 30, 2018. Entering is easy by visiting <https://www.roadprobrands.com/roadkingme> and submitting the online entry form. One winner will be randomly selected each day and will receive a RoadKing Bluetooth headset. The \$2500 grand prize winner will be drawn on July 1.

Entry into the sweepstakes also includes membership into the RoadPro Rewards program, a passionate on-the-go lifestyle loyalty community that rewards truckers for engaging with content and purchasing qualifying products. Members have the opportunity to earn points, receive preferred status, shared insider insights, advance product news, and special offers. Points earned can then be redeemed for digital entertainment, magazines, gift cards and more.

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Industry News Briefs

Advanced Training Systems Analyzes: Teenage Truckers, Solution to Nation's Shipping Woes?

St. Petersburg, FL... Lawmakers on Capitol Hill have proposed a way to ease America's urgent shortage of long-haul truck drivers: allow certified teenage drivers to cross state lines in their 18-wheelers. DRIVE-Safe (Developing Responsible Individuals for a Vibrant Economy Act), from Reps. Duncan Hunter (R-Calif.) and Trey Hollingsworth (R-Ind.), would scrap a federal rule that bans drivers under 21 from transporting goods outside the state where they're licensed, lowering the legal age to 18. "This legislation," said John Kearney, CEO and President, Advanced Training Systems, "will help train drivers to a level far and above current licensing standards. It creates opportunity while reinforcing a culture of safety."

Kearney, whose company is a leading designer and manufacturer of driver training virtual simulators, among other applications, notes that his is not a universally held opinion. The Owner-Operator Independent Drivers Association (OOIDA), for example, while acknowledging the existence of a serious shortage of truck drivers—the U.S. trucking industry will need to hire almost 900,000 new operators over the next decade simply to maintain the current workforce²—has come out against the legislation. Todd Spencer, acting president of OOIDA, said, "We think it's irresponsible to put young drivers behind the wheel of a truck in order to avoid addressing the real problems. The focus should instead be on fixing the staggering turnover rate with better pay and working conditions."³

Safety groups have also slammed the plan, arguing that long-haul rides are riskier for drivers with less experience. Henry Jasny, vice president and general counsel for Advocates for Highway and Auto Safety, a group that works to reduce highway accidents, said teenagers need more time to master 80,000-pound vehicles. His organization also insists that the presence of younger long-haul truckers on the highway will cause insurance costs to increase. "Younger drivers have higher crash rates," Jasny said. "We have concerns about younger people who have less experience going from state to state, from rural to urban areas."⁴

Major users of trucking services, however, have been virtually unanimous in praising the idea behind the DRIVE Safe Act, noting that the measure would require teenagers to log 400 hours of on-duty driving and 240 hours of working with an experienced driver in the passenger seat before being licensed to cross state lines. "This legislation," said Mark Allen, president and CEO of the International Foodservice Distributors Association, "creates opportunity while reinforcing a culture of safety to provide our nation's youth with the critical skills they need to operate a truck in the 21st century."⁵

Trucking customer groups also argue that the mere fact of today's driver shortage—which could be at least partially alleviated by opening a well-paid, worker-hungry career field to younger applicants—tends to aggravate some of the issues that organizations like the OOIDA are concerned about. Some retailers, like Walmart and Kroger, have begun fining suppliers for late deliveries. Kroger charges suppliers \$500 per day for deliveries made past a two-day window while Walmart levels monthly fines against companies that are worth 3% of the value of each late

or incomplete shipment. And, say retailers, they have little choice. According to the Food Marketing Institute, grocers lose \$75 billion per year in sales—10% of the industry total—due to out-of-stocks and unsaleable goods, often the result of late deliveries.⁶

"The fleet owner's organizations have real issues," said Kearney. "There is burnout among drivers, and there is a lot of pressure being put on the trucking industry by shipping cost expectations. These issues need to be addressed and, to the extent possible, resolved. But there is also a severe driver shortage, there is unemployment among young people, and there is a distinct shortage of secure, well-paying jobs that don't require a college degree."

Advanced Training Systems has developed advanced simulation technology and training that can help train new operators—safely—to deal with any on-the-road situations they may encounter. That, coupled with the training and preparation specified in the DRIVE-Safe Act, can turn out a new generation of safe, professional, and much-needed drivers.

About Advanced Training Systems:

Advanced Training Systems (ATS) is a high-tech simulator technology and engineering firm

that has revolutionized the design and manufacture of advanced training systems to improve training and create safer drivers. ATS, the holder of multiple patents in high-tech training simulation, has as its mission to provide this cutting edge adaptive training to all involved in the transportation industry at an affordable cost, resulting in safer drivers/operators. For more information, visit www.atstraining.com

1. "Drive Safe Act Aims to Let CMV Drivers Cross State Lines Before Age 21," *Go By Truck Global News*, March 23, 2018.

2. Raphaelson, Samantha, "Trucking Industry Struggles With Growing Driver Shortage," NPR, January 9, 2018.

3. "OOIDA says bill to open interstate trucking to younger drivers is unsafe," *Fleet Owner*, April 19, 2018.

4. Paquette, Danielle, "Lawmakers: Let 18- to 21-year-olds drive 18-wheelers across the country," *Washington Post*, March 27, 2018.

5. "Lawmakers Introduce DRIVE Safe Act," *Trucking*, March 21, 2018.

6. Kincaid, Erika, "Trucker shortage means late deliveries and higher costs for food companies," *Food Dive*, February 15, 2018.

Truckers Say Plenty Of Drivers Out There, No Need To Lower CDL Age Restriction

Grain Valley, MO... The Owner-Operator Independent Drivers Association, a national association that represents small-business truckers, says that concerns about a driver shortage are largely myth and actually more about high turnover in one sector of the industry.

They have signed a letter along with other industry stakeholders in opposition to proposals to lower the age requirement for obtaining an interstate commercial drivers license. OOIDA also points to these statistics to support the fact there are plenty of drivers for any future supply needed.

The letter brings up a previous failed attempt to lower the age to 18 in the year 2001.

"This has been tried before and no one with any common sense thought it was a good idea," said Spencer. "Nothing has changed since that time and no disruptions have ever taken place due to any perceived shortage of drivers. These latest efforts are just more ways to keep driver churn going and keep wages as low as possible."

The letter was sent to the U.S. House of Representatives Committee on Transportation and Infrastructure and was also signed by a long list of diverse groups.

An opening statement in the

letter said "As the nation's leading organizations and associations representing public health, consumers, safety and American truckers, we are certain these efforts would not only be detrimental to road safety, but also to those seeking to enter the trucking industry as professional drivers."

The groups are opposed to two specific legislative proposals which would allow teenagers to drive large trucks. The bills are H.R. 5358, the Developing Responsible Individuals for a Vibrant Economy (DRIVE-Safe) Act and H.R. 3889, the Waiving Hindrances to Economic Enterprise and Labor (WHEEL) Act.

Among other statistics and concerns, the letter points out that intrastate CMV drivers under the age of 19 are four times more likely to be involved in fatal crashes, and CMV drivers who are 19-20 years of age are six times more likely to be involved in fatal crashes.

"We think it's irresponsible to put young kids behind the wheel of a truck in order to avoid addressing the real problems of high turnover," said Todd Spencer, acting president of OOIDA. "The focus should instead be on fixing the staggering turnover rate with better pay and working conditions."

ATA Truck Tonnage Index

Decreased 1.1% in March - Tonnage Index 6.3% Higher than March 2017

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index declined 1.1% in March after easing 0.8% in February. In March, the index equaled 110 (2015=100), down from 111.2 in February.

ATA revised the February decline from the originally reported 2.6% to 0.8%.

Compared with March 2017, the SA index jumped 6.3%, which was below February's 7.7% year-over-year gain, but still well above 2017's annual increase. For all of 2017, the index increased 3.8% over 2016. In the first quarter of this year, tonnage rose 0.9% and 7.4% from the previous quarter and a year earlier, respectively.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 114.6 in March, which was 12.9% above the previous month (101.5).

"Despite a softer March and February, truck freight tonnage remains solid as exhibited in the year-over-year increase of 6.3%," said ATA Chief Economist Bob Costello. "While I expect the pace of growth to continue moderating in the months ahead, if for no other reason than year-over-year comparisons will become more difficult as tonnage snapped back in May of 2017, the levels of freight will remain good going forward."

Trucking serves as a barometer of the U.S. economy, representing 70.6% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled nearly 10.5 billion tons of freight in 2016. Motor carriers collected \$676.2 billion, or 79.8% 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 10th day of the month. The report includes month-to-month and year-over-year results, relevant economic comparisons and key financial indicators.

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Some of the Big Rig Lending team members.

continued from page 1

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Big Rig Lending was launched on June 27, 2016 in Dalton, Georgia, the carpet capital of the world. The company was founded by entrepreneur Randy McCoy with Jeff Mowery serving as President and Mike Fraebel, Vice President of Operations. The Company started with 4 employees in 2016 and has now grown to 13. Big Rig Lending has helped over 2,000 owner-operators get the funding they need. The company plans to launch a Trailer Funding Program in the near future.



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Smith Transport Installs New President



to over 1,000 power units in the next few years. The company has recently experienced 163% growth in their dedicated fleet. Smith Transport is also going to a 4-year trade cycle in their fleet, comprised largely of Peterbilt tractors.

Smith Transport President Todd Smith says, "If we ask someone to go out on the road for a couple of weeks with one of our trucks, we want them to be comfortable. That is why we spec our trucks with driver amenities that include APU units, refrigerators, invertors, XM radio, comfortable seats and big sleepers. If a corporate decision

has a negative impact on drivers – Don't Do It! It is an easy call. I have always admired Barry Smith's integrity and values as well as his ability to grow a trucking company and I'm looking forward to working with him to continue Smith Transport's growth."

Smith Transport enjoys below industry average driver turnover and recently implemented a new pay package, which includes a substantial vacation pay increase.

The company has a wide variety of employment opportunities for qualified professional truck drivers.

Smith Transport President Todd Smith and Barry Smith, CEO and Chairman of the Board

by Steve Pollock

ROARING SPRING, PA... Smith Transport has installed a new President, Todd Smith, who hails from Southeast Iowa. Todd has over 25 years of executive management experience in the transportation industry, most recently as COO of

Decker Truck Lines in Iowa. (While Barry and Todd share the same last name, they are not related.)

Barry Smith will remain as CEO and Chairman of the Board. At the age of 71, Barry was looking for a successor to run Smith Transport.

Barry states, "Todd and I have known each other for over 15 years and we think a lot alike and share the same values. This transition just comes naturally." Barry will not be retiring, but will be working and collaborating with Todd to grow

the company. Smith Transport became an employee owned company (ESOP) in 2014. The company operates over 700 power units and owns 2,200 trailers. Built on a solid foundation, Smith Transport's goal is to grow

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US Bulk Driver Is Goodyear Highway Hero Finalist

Montgomery Transport's Driver Of The Year Recognized At Fitzgerald Glider Kits 300 At Bristol Motor Speedway



Left to right: U.S. Bulk President Craig Goodelle, Operations and Recruiting Director Chris Kavala, Owner-Operator and Goodyear Highway Hero Finalist Brian Bucenell, and Dispatcher Nick Divito at the Goodyear Highway Hero Induction Ceremony, held this past March during the Mid-America Trucking Show in Louisville, Kentucky.

by Steve Pollock

ERIE, PA... Owner-operator Brian Bucenell from Richmond, Virginia was chosen as a finalist in the 35th Goodyear Highway Hero program. The winner was chosen at a ceremony held in conjunction with the 2018 Mid-America Trucking Show this past March in Louisville, Kentucky.

Brian sandwiched a suspect with his trailer in a high-speed chase on the Ohio Turnpike last year. He effectively brought the chase to an end after State Troopers chased car for about 20 miles at speeds in excess of 100 mph. Although Brian was not chosen as Goodyear's Highway

Hero, he said he was honored to be a finalist and didn't feel like he was a hero. His friends and work associates at US Bulk, where Brian is leased, think otherwise, as US Bulk owner Craig Goodelle and other staff members took the time to attend the Highway Hero Ceremony in Louisville.

Birmingham, AL... Montgomery Transport's driver of the year winner, Bob Foran, was announced at the Bristol Motor Speedway Fitzgerald Glider Kits 300 race weekend where he took a lap around the track in his new, custom Peterbilt 579. On Saturday, April 14, Foran was brought up to the NASCAR Xfinity Series stage where he expressed his surprise and pleasure at receiving the award. "It's an awesome feeling-- my mind has been blown since it was announced," he said. "I couldn't work for a finer organization than Montgomery Transport. I'm very proud of Mr. Montgomery and all the people who have supported us, and I just don't know what else to say but thank you! This has been an over-the-top experience for me."

In addition to the custom Peterbilt presented by Tommy Fitzgerald, Jr., and the once-in-a-lifetime opportunity to run the track at Bristol, Foran will also receive a \$1,000 cash award. The new tractor will be his to use for daily company business. Montgomery Transport's driver of the year program recognizes and honors professional drivers who continually demonstrate superior professionalism, excellence in safety, and dedication of their time and efforts in all around service to Montgomery Transport and its customers. Since joining Montgomery Transport in September of 2015, Foran has logged more than 300,000 miles. "He is the ultimate team player - always on time, safe and willing

to help the company and his fellow employees," said Rollins Montgomery, President of Montgomery Transport. "He really exemplifies what it means to be a professional truck driver and we're very proud he's on our team." To qualify as driver of the year, drivers must maintain a safe driving record, uphold Montgomery's service and quality standards, maximize safe miles, and display loyalty and an exceptional attitude among other requirements. Drivers who have been named a driver of the month are candidates for driver of the year. For more details on flatbed truck driving opportunities at Montgomery Transport, call 1-205-320-6000 or visit driveformontgomery.com.

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Second Annual Semi-Casual Truck Show



- Photos by Jessica Fitzgerald and Brian Bourke -

by Pam Pollock

Fitzgerald Peterbilt's Second Annual Semi-Casual Truck Show was held on May 4-5 at the Bristol Dragway in Bristol, Tennessee. This is a self-judged, laid-back truck show geared towards the entire family. The show began with a dinner on the tower at the drag strip on Friday night for the drivers entered in the truck show, as well as the vendors. There was also a truck wash and polishing station set up for the drivers' convenience.

There was nonstop entertainment during the weekend, including a breakfast for drivers and vendors, children's activities, face painting, jugglers, thrilling drag races, a stunt show by Jesse and Rodney. Saturday night featured a concert by Foghat and a truck light show. Brian Bourke, from Fitzgerald Peterbilt commented,

"The Foghat concert was a blast. The concert culminated with a huge, professional fireworks show just as the band finished their last set."

Bourke continued, "There were 53 trucks registered for the show and 11 more trucks participated in the drag racing. We are confident that we will have 100 trucks next year, as well as another great band to perform at the show. The Semi-Casual Truck show helps to show kids and the general public the fun and positive side of trucking. This is just a fun, kickback, relaxed and casual show. We invite everyone to come down to Bristol next year for the 3rd Annual Semi-Casual Truck Show, which will be held on May 31-June 1, 2019."

Winners from the show are as follows:

1st- Eric Turner- Turner Transport

2015 Peterbilt 389 - Blue & Black Car Hauler

2nd - Tom Davis - Davis Bros Trucking - 2018 Peterbilt 389 - W/2016 Wilson Trailer

3rd - Brian Davis - Davis Bros Trucking - 2018 Peterbilt 389 - Green Bobtail

4th - Randy Menkel - J&L Contracting - 2013 Peterbilt 389 - Black Tri-Axle

5th - Rick Shroud - Michael Manual Trucking - 2017 Peterbilt 389

6th-10th - Bob Harley - R&D Excavating & Trucking - 2016 Peterbilt 389; Israel Turner - H&O - 1979 Peterbilt 389 - Yellow Bobtail; Billy Rethwisch - Rethwisch Transport - 2013 Peterbilt 389 - Green & White Gas Hauler; Billy Rethwisch - Rethwisch Transport - 2017 Peterbilt 389 - Yellow & White Bobtail; Billy Zirkle - Michael Manual Trucking - 2014 Peterbilt 389

2018 Semi-Casual Truck Show

All Photos By Jessica Fitzgerald & Brian Bourke

For more photos visit our Truck Show Gallery at www.movinout.com

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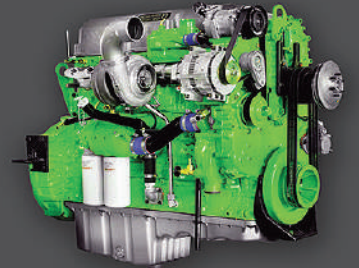
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Carrier Transicold Enhances Solara™ Heating Unit for Trailers

ATHENS, GA... Engineered to protect temperature-sensitive products transported by trailer or rail through sub-freezing ambient conditions, Carrier Transicold's Solara™ heating unit now features the APX™ control system, providing improved functionality. Carrier Transicold is a part of UTC Climate, Controls & Security, a unit of United Technologies Corp. (NYSE: UTX).

Using a Z482 2-cylinder diesel engine, compliant with the Environmental Protection Agency's

Tier 4 standard, the Solara unit can generate 50,000 BTU/hour of heating at 0 degrees Fahrenheit ambient to protect against the freezing of sensitive commodities such as produce, beverages, flowers, plants, paints and chemicals, pharmaceuticals and more.

The APX controller has an easy-to-read, full-information dashboard-style display and is preloaded with Carrier Transicold's programmable IntelliSet™ software to easily create heating parameters for different commodities. With the APX controller, the DataLink™ data recorder is now integral to the Solara unit, and a USB port makes for easy data downloading and uploading of information to the controller. Built-in diagnostics



simplify service and troubleshooting for technicians.

Options for the Solara unit

- include:
- DataTrak™ software, which enables remote communications via telematics
 - Flush-mount and surface-mount control panels, providing optional control placement on the outside or inside of the trailer
 - Fuel-level sensors
 - An open-door indicator
 - Shutdown switches
- Users can choose from fuel tank options ranging from 30 gallons to up to 120 gallons.
- For more information about the improved Solara heating unit, turn to the experts in Carrier Transicold's North America dealer network.
- For more information, visit www.transicold.carrier.com. Follow Carrier on Twitter: @SmartColdChain.

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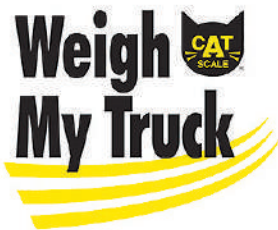


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Search Underway for New Class of America's Road Team Captains

Arlington, VA... The American Trucking Associations recently opened the nominating process for professional truck drivers to serve on the 2019-2020 America's Road Team. America's Road Team, a group of highly-accomplished professional truck drivers, promotes the trucking industry by educating the general public, media, and elected officials about the industry's strong safety record and importance to the economy.

Every two years, the trucking industry welcomes a new group of Captains to join the prestigious ranks of America's Road Team and serve as the industry's foremost ambassadors. America's Road Team Captains become the face of the trucking industry, attending key events alongside elected officials, appearing on national media broadcasts and championing the

industry at schools and community events in every state. The professional drivers, all of whom have millions of accident-free miles, take a few days away from their companies each month to meet with the motoring public, students, transportation officials and public policymakers to perform truck safety demonstrations and explain the sustainable role that trucking plays in the nation's economy.

ATA members are invited to nominate professional truck drivers who exhibit strong interpersonal skills, have impressive safety records, and demonstrate a positive attitude toward the industry and their careers as professional truck drivers.

The 2017-2018 America's Road Team consists of 20 professional truck drivers who together have more than 49 million combined accident-free miles and 531 years

of professional truck driving experience. Members of the 2017-2018 America's Road Team, alongside veteran Captains and trucking executives, participated in a marquee event with President Trump and Vice President Pence at the White House on March 23, 2017. America's Road Team also participated in an October 11 event with President Trump in Harrisburg, Penn. ATA's Interstate One tractor-trailer was used as the backdrop for the President's national address about tax reform.

To nominate a professional truck driver for America's Road Team, please carefully read the eligibility requirements and fill out the nomination form found at americasroadteam.com. Finalists will be announced October 15, with the final selection taking place January 27-30, 2019 in Arlington, Va.



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DIDJA KNOW - NO REST IN THE REST AREA



by Roger Clark

"Not much happens the first few days." I said to my new student driver. "We'll mostly just get to know each other." Easing onto the freeway, floating the gears like an old timer, I drove as if I knew what he needed to learn.

I had just met Mike an hour earlier, in Joplin, Missouri, and we were now trucking up Interstate 44 headed for Canada. Fresh from six weeks at a Texas trucking school, Mike was assigned to me for the next six weeks. Then after this real world experience, he would be paired up with another driver of experience equal to his.

Most of my students during that era came from a wide variety of work experiences. I had a banker, once, and even a mechanical engineer. Mike was a Licensed Practical Nurse at a senior center in southern Missouri. Little did I know how prophetic that would soon be.

Passing a rest area near Springfield, Mike suddenly yelled "There's a body over there!"

There are a few statements that stop me in my tracks.

That's one for sure. Pulling over and stopping directly in front of the rest area, I jumped from the truck with Mike right on my heels. Racing around to the right side of a cabover Peterbilt, we came upon a strange sight.

There lying on the ground was a middle aged woman, groaning in pain. Struggling to regain consciousness, she was laying on her side, propped up on one elbow. There was no injury immediately apparent.

Kneeling next to her was a younger woman, who turned out to be a daughter, doing what she could to comfort her mother. When I asked what happened, the younger woman was so distraught she couldn't even speak. Oh great, I thought, what next?

Just as I finished checking the victim's vital signs, I heard Mike yelling from the other side of the cabover. Jumping up and sprinting around it, I was surprised to find another victim, this one a male in his thirties.

He too was conscious, and not seriously injured.

The man on the ground, we quickly learned, was the driver of the cabover Peterbilt. The female victim was his mother-in-law. Neither had life-threatening injuries, according to my LPN partner, and the younger woman wasn't hurt at all. Before we could learn exactly what had happened, the cavalry arrived, including a fire truck, an ambulance, a deputy sheriff, and the Missouri Highway Patrol.

The investigation took mere minutes. The fire truck and deputy sheriff were released from the scene. Both victims

were loaded in the ambulance and transported to the nearest Personal Injury Attorney.

Shortly thereafter, the trooper approached Mike and me, a wry smile on his face. A smile? Really? Well, when he shared what happened, we were smiling too.

It seems the trio had just pulled into the rest area, minutes earlier, and they were all in a predictable hurry. Unfortunately, the mother-in-law didn't know how to exit a cabover, and she fell several feet to the pavement. The driver quickly climbed on top of the Peterbilt's doghouse (interior engine cover) and saw the lady lying on the ground.

This caused him to faint, and that in turn allowed him to fall backwards, which led to face planting on the pavement. Hitting the ground from that height is no joke, conscious or not, and both individuals were lucky they weren't hurt worse.

But that's not the end of the story. Mike and I decided to stop for lunch, after this chaotic experience, and get our wits back in place. As we sat down to eat, we noticed two truckers in a booth right across the aisle.

"It was a shootout!" the one exclaimed loudly, "and they killed each other, right there in the rest area!"

With that, my partner and I burst out laughing all over again, proof positive there's no rest in the rest areas!

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Rhode Island Drivers To Go Hands-Free On June 1

The Rhode Island Department of Transportation (RIDOT) and the Rhode Island State Police joined with federal and state leaders to highlight the upcoming new hands-free law in Rhode Island. The law takes effect on June 1 and prohibits a driver from using a hand-held wireless communication device while driving.

At a press conference at AAA Northeast's Providence headquarters, officials discussed the many benefits of the new law. Distracted driving caused by use of personal electronic devices is a growing problem, leading to needless deaths and serious injuries.

The new hands-free law was sponsored by Senator V. Susan Sosnowski and Representative Kathleen A. Fogarty. According to a National Highway Traffic Safety Administration report in 2015, distracted driving claimed nearly 3,500 lives with nearly 400,000 people seriously injured in these crashes.

The new law allows drivers to use an in-car or other hands-free system or accessory, such as Bluetooth. If a police officer observes someone holding a phone while driving, her or she will be pulled over and may be fined up to \$100. The offense may be waived for first offenders only by showing proof of purchase of a hands-free device before the fine is due.

The law does not include any provisions for minors, who already are not allowed to use a cell phone while driving - not even with a hands-free device. The law also does not supersede Rhode Island's no-texting law.

"With education and enforcement, there's no question this

new hands-free law will save lives," said Colonel Ann C. Assumpico, Superintendent of the Rhode Island State Police and Director of the Department of Public Safety. "We will do our part to ensure motorists understand and abide by the new law, which will make our roads safer for everyone."

At the event, a variety of hands-free devices were shown and discussed. Many newer cars have features already built in, and Bluetooth devices are widely available at retail stores and online. Those having difficulty with pairing their phones should seek advice from the car or electronics retailer where they purchased the devices.

Additional information can be found online on RIDOT's website at www.ridot.net/handsfree.

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by Steve Pollock

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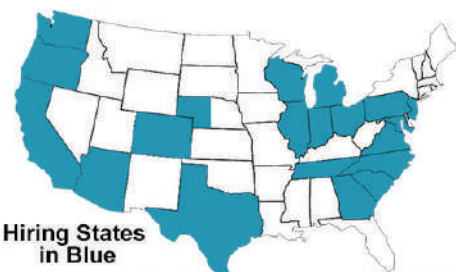
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Rob Estes Wins Richmond Region Leadership Award; Company Takes Top Sector Honors



RICHMOND, VA... President and CEO Rob Estes won the Richmond Times-Dispatch's Leadership Award in the Top Workplaces mega companies category. He was among four Richmond, VA-area executives recognized for their strong leadership by inspiring confidence and vision in their companies.

The Richmond Times-Dispatch partnered with employee research and consulting firm Energage to determine the award winners based on comprehensive employee feedback. According to the newspaper, the Leadership Award was given to four Richmond-area executives based on company size.

Meanwhile, Estes Express Lines was also named as one of the top five best places to work in the Richmond, VA, region, and the company also topped the survey's Transportation sector.

"These awards reflect something we've known and believed here for a long time: Taking good care of our teammates, embrac-

ing open communications, and valuing every employee results in a better organization that takes care of its customers," said Estes. "It's a blessing to lead such an amazing and talented group of people. I like to think that Estes Express Lines is as much employee driven as we are family driven."

The third generation of the Estes family to lead the company, he joined Estes Express Lines permanently in 1975 and worked in both sales and terminal operations before becoming General Manager in 1987. Estes became company President in 1990 and Chairman and CEO in 2001.

Headquartered in Virginia, Estes is a leading, full-service freight transportation provider offering a complete range of shipping solutions including LTL, time critical, volume & truckload, global and custom solutions. Founded in 1931 by W.W. Estes and still family-owned, Estes is the largest privately held carrier in the nation. The company is

now one of the most respected total-solutions providers in the industry with direct service throughout all of the U.S., Canada and Puerto Rico through more than 230 terminals, as well as door-to-door service to and from Mexico and a global freight-forwarding service footprint.

Drivewyze Adds Four New Sites in Western Illinois

Illinois has added Drivewyze Pre-Clear weigh station bypass to four new sites - two on U.S. Interstates 55/70 and I-64 in southwestern Illinois near St. Louis and two on I-74 and I-80 in northwestern Illinois near the Iowa - Illinois border.

Drivewyze now offers service at 12 of Illinois' busiest weigh stations, which are jointly operated by the Illinois Department of Transportation (IDOT) and the Illinois State Police. Across the United States and Canada, Drivewyze offers weigh station bypass at over 700 sites in 42 states and provinces.

Drivers with Drivewyze weigh station bypass on their Drivewyze-enabled electronic logging devices, tablet and smartphones began receiving bypasses at these four new sites in early April: East Moline WB on I-80; Moline EB on I-74; Maryville WB on I-55/70; and O'Fallon EB on I-64.

In 2015, Drivewyze activated service at eight locations - four sites in the Chicago area, two in the southern and eastern parts of the state and two in central Illinois, north of Springfield.

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Carlisle Truck Nationals Launch Carlisle Events' August Schedule

Carlisle, PA ... Trucks of all shapes, sizes, styles and eras converge on the Carlisle PA Fairgrounds from August 3-5 as part of the Carlisle Truck Nationals, presented in 2018 by A&A Auto Stores. The three-day celebration of all things truck brings families and guests of all ages to Carlisle in ways unmatched by any other event on the Carlisle season schedule. Trucks and truck lovers converge on Carlisle to celebrate the lifestyle, compete in truck themed competitions, socialize, congregate, restore, rebuild and enhance their trucks. Luckily the event runs for three days, because with the displays offered and the wide array of trucks being shown; well...that will take more than just a few hours to enjoy! The big rigs that come to Carlisle are doing so from the region over and with Carlisle (the town) being the distribution epicenter for all things going to Mid-Atlantic cities, it's a perfect complement to the weekend. Haulers, Bobtail rigs, flat beds, dump trucks heavy machinery, tow truck, wreckers and more make up this display

along with showings of antique trucks and more. There are big names on board for 2018 as well. First off, our friends and now neighbor in Carlisle, A&A Auto Stores officially presents the event for the first time. Their partner and ours, Extang will be joining them as the official Tonneau cover of Carlisle Truck Nationals and our summer events. In addition, monster trucks will destroy everything in front of them this summer, as Samson and Bad News make their mark on the Carlisle Fairgrounds. There's a new crop of stunt jumpers planned for free style moto-cross action along with an all-new to the truck show, Timberworks Lumberjack show, spotlighting some of the top timber sports athletes and competitions in the world. Along with the thrills that compliment activities for spectators, participants have fun with competitions such as burnouts, low truck limbo, high truck, drop and drag and so much more. The stage will play host to live music and the kids come to Carlisle in droves not only for the monster truck and FMX fun, but to play in

the Phantom Fun Zone, and get in on a little car crushing action with monster truck rides on the Virginia Giant ride truck. Could there possibly be more? Yes...there is! Cool custom vans, fire trucks, big rigs, lowered and lifted trucks, antiques dating back a century and more bring the grounds to life and when flanked by aisle upon aisle of vendors within the swap meet and on the midway. Our presenting sponsor, A&A Auto Stores, will be offering FREE on-site installs of leading exhaust systems brands along with offerings from Extang Bed Covers. Leading truck and aftermarket companies will be on site including RAM, Ford, Nissan, Skyjacker, Roush Performance and more. Lastly, if trucks are your passion, look for opportunity to make them a profession by visiting recruiters from many of the regions transporters on site during the event. Be part of the show by registering online at www.CarlisleEvents.com or by buying single day or weekend tickets. Either way, don't miss out on the biggest and best truck event of its type in the region!

PACIFICO REFLECTIONS - Gloomy Gus



by: Mike McGough

He was reasonably well educated, enjoyed an upper middle-class lifestyle, and engaged in the typical range of professional and social activities in his community. He was a family man who had worked himself up through the ranks of local and state government agencies. He held a responsible position and supervised a number of folks within his department. His career started out strong and his progress was steady. But somewhere in mid-career, his progress slowed and finally stopped all together. When it stopped, it never again started. The second half of his

career was a stagnant period where the years ran together into a slow crawl to retirement. He welcomed the opportunity to retire, and most of the folks who worked with him were also pleased that he had the opportunity and finally took it. There wasn't a project, a proposal, an idea, or a suggestion about which he could not offer a host of negative reactions. He could find a potential problem in every situation. He was a pessimist personified and an accomplished cynic. Even when the news was good, he could find something negative in it. Every suggestion from co-workers was met with rebuffs offering potential problems. His misgivings about most everything were often comical because they were so predictable. When someone new joined the group, they were often frustrated and put off by his negative musings, but in time most of his co-workers just laughed behind his back and moved on. They humored and ignored him at the same time. His family had the same reaction to him, but they were a bit more tolerant. He was the living personification of Gloomy Gus.

(Augustus "Gloomy Gus" Hooligan was a fictional character from the cartoon strip Happy Hooligan which first appeared in 1900. Augustus, a sad, sullen, and generally unhappy soul, had two brothers; Happy, whose name matched his personality, and Montmery, a rather snobbish sort. The strip, named for brother Happy, featured the often-comical antics and adventures of the three uniquely different brothers. Although the comic strip ended in 1932, the nickname of Augustus, "Gloomy Gus" lives on.)

There seems to be one of these characters in every group, and you can find one on most every team. Families often have one or more with which to contend. They come in all shapes and sizes. They are of no particular age, gender, or background. Sometimes they're well educated, and other times they're not. They know no particular financial status, and they show up in every profession, line of work, and social endeavor. These perpetual naysayers always find fault. Some are overt, while others take a more covert approach, just asking enough questions to raise a little doubt, cast a shadow, or muddy the waters. They seldom offer anything new, creative, or original, because they're so busy finding fault with the suggestions, proposals, and work of others. Regardless of the situation, they find something adverse to throw into the conversation. Over time it becomes their role. It's generally not a coveted or respected role, but is rather one that is tolerated.

To be sure there are any number of motivations that may lead someone to become the group's wet blanket. Sometimes they are just disgruntled souls who can't seem to see the good in anything. Others of this social ilk assume and play the gloomy role out of a sense of self-pity. And still others become the group cynic so as to demonstrate to the group that they are the one on the team who is always smart enough to find the flaws. With a smug attitude, they will more often than not find a way to throw a monkey wrench into the works at every bend of the road.

One of the easiest-to-spot characteristics of a true Gloomy Gus is their lack of initiative and hardy activity. They don't see either as part their role and function. No, for their sitting back and casting doubt is their priority. Dealing with them can be at best a perpetual distraction, and at worst an ongoing impediment to any meaningful progress, particularly if they are in a leadership position. Like the proverbial bad apple, they can spoil the whole bunch, if the group allows it to happen. By the way, if your group, team, or family does not have at least one of these characters, take a good look at yourself—it may just be you!

Although effectively dealing with a Gloomy Gus can be a challenge for any team or group, the first and most important step is to void buying into their perpetual sense of doom and gloom. You may not be able to change them, but just like Happy Hooligan, you need not buy into their ongoing sense of despair.

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Women In Trucking Association Announces its 2018 May Member of the Month

Plover, WI... Women In Trucking Association (WIT) has announced Erin Tallieu as its May Member of the Month. Erin Tallieu is the owner and managing partner of Motherload Transport Services Inc. in Nanaimo, BC.

As a child, Erin observed her own mother forge ahead in the male-dominated transportation industry, which left an indelible impression on her. By entering the industry at a young age herself, Erin experienced first-hand the unique challenges and barriers faced by women in trucking. "As a young, female leader in the industry, I believe I am uniquely positioned to inspire change," she said. Since taking on the role of Chief

Operations Officer at Motherload Transport in 2013, Erin has not only doubled annual revenues, but nurtured a close-knit corporate culture within her all-female team. "At Motherload Transport we're committed to safe, ethical work practices for ourselves and the companies we align with. In turn, we've developed a reputation for quality and exceptional service," she said. Erin was recently named as a winner of the Top 20 Under 40 Business & Community Achievement Awards, which recognizes her dedication to both business and community service.

Erin was recently named to the newly formed Canadian WIT Image Team. "I look forward to encourag-

ing other women to not only enter the field, but to strive for great things," she said. "As a business leader and mentor, I approach everything with sincere enthusiasm. It is an honour to lend my voice to the Canadian Image Team of Women In Trucking, an organization that truly speaks to my heart and mirrors my values."

By highlighting the challenges in the industry and by nurturing a supportive community from within, Erin is confident in positive change. She is a passionate advocate for the trucking industry and believes that women can and should maintain a powerful presence.

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ATA Thanks Congress for Affirming Federal Role in Highway Safety Rules

Arlington, VA... The American Trucking Associations thanked members of the House of Representatives for passing - in a bipartisan vote - an amendment to the FAA reauthorization bill that would prevent states from creating a patchwork of meal and rest rules for interstate truck drivers.

"Since our republic was founded, the federal government - not individual states like California - has had the power to regulate interstate commerce. Congress reaffirmed this for the trucking industry first in 1994 and again today by approving the Denham-Cuellar-Costa Amendment," said ATA President and CEO Chris Spear. "Thanks to the leadership of Congressmen Denham, Cuellar and Costa for raising this crucial issue, and to the bipartisan major-

ity for affirming that the federal government has the last word on interstate safety rules."

The amendment would clarify Congress' intention to have primary regulatory authority over interstate commerce and end the erosion of this authority by states who impose meal and rest break rules that run counter to national uniformity. These unnecessary and duplicative laws are not grounded in safety, nor being enforced by the states. Rather, they are being used to fuel spurious litigation designed to extort the trucking industry, impairing the safe and efficient movement of interstate goods.

"Our industry's trucks routinely cross state lines to deliver America's food, fuel, medicine and other essential goods," said ATA Chairman Dave Manning, president of TCW

Inc., Nashville, Tenn. "Today's vote is a key step in making sure the interstate supply chain continues to run safely and efficiently and without a hodgepodge of confusing and duplicative state rules. The entire trucking industry thanks Congressmen Denham, Cuellar and Costa for their leadership on this matter, and we urge the full Congress to quickly move to protect the federal government's authority to oversee highway safety."

The Denham-Cuellar-Costa Amendment was approved by a bipartisan 222-193 vote as part of the FAA reauthorization bill currently being debated by the House. ATA urges the House and Senate to quickly pass a bill - which includes this provision - on to the president for his signature.

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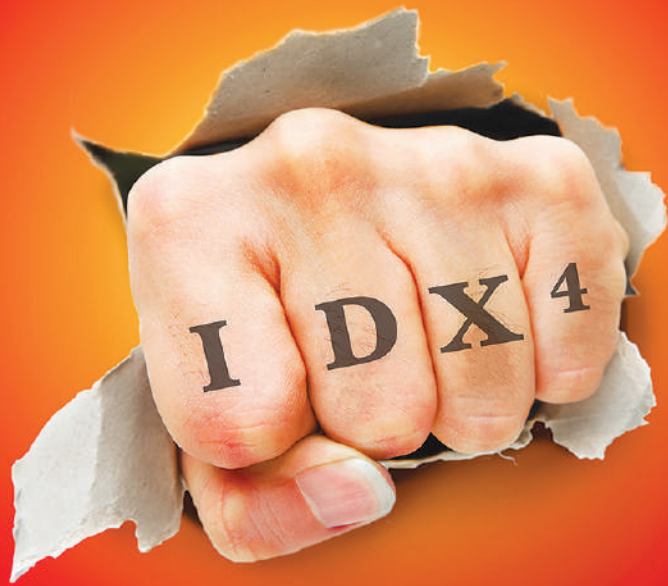
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The Circuit Rider



Robert E. Harris, "The Circuit Rider" was the nation's last practicing circuit riding preacher until his death in 2007. His ministry took him to numerous towns throughout western North Carolina as well as rest areas along I-40. His ministry and legacy continues through the Robert E. Harris Evangelistic Association, Inc., P. O. Box 67, Asheville, NC 28802.

Help The Person Who Is Coming Behind You

Many people want to hear good songs and be lifted in spirit through music. The only thing is that most of us depend on someone else to make the music and rhythm of life for us and we miss a great blessing right there.

The Bible teaches that the spiritual man should sing Psalms and hymns and spiritual songs to his heart, making glad his spirit.

We lost something when we quit singing ourselves and began depending on radio and television and the professional performers to sing for us.

It is possible to sing above the storm. It is possible to sing yourself out of the deepest pit when you sing and make melody in your own heart. When you know the notes, you can sing most anything.

When God chooses to make leaders, He doesn't always take them from the places we normally expect them. When Christ was going to put His worldwide mission into effect, He chose his leaders from the common herd of men. Some of them were fishermen, others were tax gatherers. You can go through the list of His disciples and see where they came from.

Some of them said, "They are ignorant and uneducated people." Nevertheless, they knew the notes and they could certainly sing the song.

Another expression has been this one, and I believe it to be a good one, "If you can face the music, someday you can lead the band."

You must go through life's experience before you can help the person who is coming behind you.

CTA: No Reason for US to Scrutinize Truckers at Border Post-Legalization of Cannabis

CTA representatives appeared before the Committee on National Security and Defence on Bill C-45, the Cannabis Act, to discuss the potential impacts legalizations will have on the Canada-US border.

Bill C-45, dealing with the legalization of cannabis, is now being examined in five separate Senate committees and has raised concerns over how legalization will impact border security and processing.

To date, much of the conversation has focused on passenger vehicles and the potential for US border officials to step up enforcement after cannabis is legalized in Canada. Concerns are also emerging over what might happen to those who admit to using cannabis to US border officials, even after it is legal in Canada. These issues have extended to commercial vehicles crossing the border, with a general concern that legalization may lead to a 'thickening' of the border and increased crossing times for all vehicles.

As Blackham explained to the Committee, Canadian commercial vehicle drivers operating in the U.S. are already governed by strict rules set up by the US Federal Motor Carrier Safety Administration (FMCSA) when it comes to drug and alcohol use, of which cannabis is listed substance. As a result, the legal status of cannabis in Canada - one way or another - would have little impact on commercial vehicle drivers crossing the border as they already comply with US regulations clearly listing cannabis as a Schedule 1 substance.

However, as Blackham noted, even if it's business as usual for

commercial vehicles, increased delays at the border for passenger vehicles could still spillover and eventually impact access for

trucks to the commercial lanes. As a result, if there is an expectation more vehicles will be sent to secondary inspection, there needs

to be a plan in place to ensure this doesn't result in long delays that extend throughout the border queue, added Blackham.

* Past performance of attorneys who represent ATLA members does not guarantee future performance.

MOVIN' OUT

Calendar of Events

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May 31-June 3, 2018 – 15th Annual Wheel Jam Truck Show – South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit www.wheel-jamtruckshow.com

May 31-June 2, 2018 – ATHS National Convention – Kentucky Horse Park, 4089 Iron Works Parkway, Lexington, KY 40511. For more info visit www.aths.org

June 2 – 5th Annual Shine & Smoke Big Rig Show and Shine and Drag Races – Island Dragway, Great Meadows, NJ. For more info phone 570-807-8671 or email: SuperShowRigs@yahoo.com

June 2 – Mountain Lion Backpack Program Truck Show and Shine – People's Natural Gas Field, 1000 Park Ave., Altoona, PA. Proceeds benefit the Mountain Lion Backpack Program. Register online or download forms at www.mountainlionbackpackprogram.org/truckshow For more info contact Amber Smith at mountainlionbp@blaircap.org or phone 814-946-3651

June 8-9 – Buckeye Invitational Truck Show – Clark County Fairgrounds, 4401 S. Charleston Pike, Springfield, OH 45505. For more info visit www.buckeyeinvitationaltruckshow.com

June 8-9 – Oak Grove Petro Truckers Jamboree – Oak Grove Petro, Oak Grove, MO. For info visit www.oakgrovepetro.com/trucker-jamboree

June 9 – Jane Harting Cancer Benefit Truck Show & Picnic – Hosted By Elite Service, Inc., 905 Stone Hill Rd., Denver, PA 17517. All proceeds benefit Help The Fight, a local charity that benefits cancer patients and their families. For more info contact Rebecca Yoder at 717-484-6001.

June 14-16 – 36th Annual Shell ROTELLA® SuperRigs – White's Travel Center, Raphine, VA. Truck Parade, Firework Display, 3 Day Music Festival, On-site Amenities. For more info visit www.Rotella.com

June 15-16 – 39th Annual ATCA National Meet & Flea Market – Macungie Memorial Park, 50 N. Poplar St., Macungie, PA 18062. For more info, phone 610-367-2567.

June 16-17 - 7th Annual Ohio Vintage Truck Jamboree - Ashland County Fairgrounds, 2042 Claremont Avenue, Ashland, OH 44805 Hosted by the Ohio Chapters of the American Truck Historical Society. In place of Registration and Admission fees - donations to Ashland Food Bank and Shriner's Transportation Fund appreciated. Contact: Bill Peters wep515@gmail.com 330-682-1707 www.ohvintkrjam.com

June 23 – Transport For Christ Pennsylvania Truck Rally & Celebration Sunday – Lebanon Valley Exposition Center & Fairgrounds, 80 Rocherty Rd., Lebanon, PA. Call Cerwin at 717-665-6347 for more info.

June 23 – Fire Truck Show - NC Transportation Museum, 411 S Salisbury Ave, Spencer, NC 28159. This event showcases Antique, Custom, and Working Trucks. For more info, visit <http://www.nctrans.org>

July 7 – ATHS Steel Valleys Truck Show – Kenworth of Pennsylvania, 530 North Center Ave., New Stanton, PA 15672. 9 am to 3 pm. Free Registration, Food, DJ, Dash Plaques. For more info call Dale Campalong at 412-670-7492 or email: athssteelvalleys@gmail.com

July 12-14 – 39th 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- 6th Annual International Motor Truck Gathering – Interstate Auction Services, 92 Industrial Park Rd., Muncy, PA 17756. All model International trucks – big or small, rusty or restored, from 1907 to present welcome! No registration fee. For more info phone 570-435-0647 or 570-772-3773 or email: IHMUNCY@yahoo.com

July 15 – 15th Annual Uncle Sam Chapter Antique Truck Show – Washington County Fair, Rt. 29, Greenwich, NY. No Registration Fee, \$2.00 entry fee. Rain or Shine. Vendors Welcome. For more info call Al "Raz" Macaulay at 518-677-8264 or Clarence Ritchie at 518-642-9437.

July 20-21 – Keystone Chapter ATCA Truck, Tractor and Machinery Show – Morrison's Cove Memorial Park, 201 S. Walnut St., Martinsburg, PA. Exhibitors use Park Ave. entrance. For more info call 814-360-4177.

July 20-21 – Expedite Expo – Lexington Center, Lexington, KY. For more info phone 859-746-2046 or go to www.expediteexpo.com

July 21 – Class 8 On The Lake – Indian Creek Campgrounds, Geneva-On-The-Lake, Ohio. For info call 440-337-1871.

July 21 - Made in the Shade Truck Show & Shine – Butler County Fairgrounds, David City, Nebraska. For more info contact Big Benny Schultz @ 402-641-3991 or Randy Schultz 402-367-8266 or email bigbennyschultz@hotmail.com

July 27-29 – Top Gun LargeCar Shootout – Rantoul National Aviation Center, Rantoul, IL www.topgunlargecarshootout.com

August 3-5 – 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 - 14th Annual Iowa-Nebraska Classic Truck Show - Sapp Bros. Truck Stop, North West Parking Lot, Omaha, NE. For info call 402-895-8040 or 402-680-6121.

August 10-11 - The 29th Annual Waupun Truck N Show - Truck-n-Show festival grounds (Spring Street in Waupun), Waupun, WI. For more info visit www.waupuntrucknshow.com. Phone: 920-324-9985 · Fax: 920-324-0353

August 17-18 – 29th Annual Great Salt Lake Kidney Kamp Truck Show – Electric Park at Thanksgiving Point, Lehi, UT. www.saltlaketruckshow.com

August 17-19 – 9th Annual Eau Claire Big Rig Truck Show – Northern Wisconsin State Fair Ground, Chippewa Falls, WI. Park and Pride Truck Show with NO scoring, Monster Truck Throwdown, Truck Parade, Barbeque competition, Live music. For more info phone 715-832-6666. Email: info@ECTruckShow.com or visit www.ECTruckShow.com

August 18 – 2018 Penn-Ohio ATCA Truck, Car & Motorcycle Show – Cerni Motors, 5751 Cerni Place, Youngstown, OH 44515. Benefits "Making Kids Count" Family friendly event. Open to the public. Food, Raffles, Prizes, Vendors, Fun! In lieu of registration or entry fees, we ask that you make a monetary donation or bring school supplies to assist the local non-profit organization, Making Kids Count.

August 18 – Truckers Day At The Buck – Buck Motorsports Park, 900 Lancaster pike, Quarryville, PA 17566. For info phone 717-284-2139

August 23-25 – The Great American Trucking Show – Kay Bailey Hutchison Convention Center, 650 S. Griffin St., Dallas, TX. For more info visit www.truckshow.com

September 7-8 – Big Iron Classic – Dodge County Fairgrounds, 92922 Hwy. 57, Kasson, MN 55944 www.bigironclassic.com

September 14-16 – 22nd Annual Richard Crane Memorial Truck Show – Little Bear East Arena, 275 Marquette St., St. Ignace, MI 49781. Phone 906-643-6950 for more info.

September 22-23 – 6th Annual Masonic Motorama – Plainfield Farmers Grove, Rt. 191, Nazareth, PA. Cars, Trucks, Big Rigs, Motorcycles – Anything With A Motor! Truck Pull on Sunday.

September 28-29 - Guilty by Association Truck Show & Customer Expo - 4 State Trucks, Joplin, MO. Family Friendly fun-filled weekend with the crew at 4 State Trucks and Chrome Shop Mafia for the Guilty By Association Truck Show (GBATS) in Joplin, MO. For more info phone 888-875-7787 Ext 161 or email: gbatsinfo@4statetrucks.com

September 29- Special Olympics Convoy and Truck Show - South Carolina Farmers Market West Columbia SC. Come Join us for the convoy around the Capitol of SC and truck show hosted by the Palmetto Classic Iron Chapter of the ATCA. Fun for all, please contact Phil Hrynenko@ 843-925-1173 or Michael Still at 803-530-1791.

October 5 – Mack Days – Gerhart Machinery Company, 910 Brunnerville Rd., Litz, PA 17543. Hosted by Central PA Chapter of ATCA and Gerhart Machinery.

October 5-7- Truckers 4 Hope Truck Show – Clinton County Fairgrounds, 98 Race Track Rd., Mill Hall, PA. Semi Trucks, Cars, Pick-ups; Semi Pulls, Band, Beer Tent, Family Friendly, Kids Pedal Pull, Vendors. In honor of Hope4Hayze – All Proceeds Benefit Cystic Fibrosis Research. For more info contact Jason Smith at 570-660-7281 or email: jmrodeobullfighter@gmail.com

October 6-7 – Truckin' For Kids Truck Drags and Show & Shine – Irwindale Event Center, Irwindale, CA. www.TruckinforKids.org

October 13 – LCM Southern Classic Truck Show – LeeHi Travel Center, Lexington, VA. For more info phone 717-806-8907.

October 14 – Cornfield Cadillacs Truck Show – Bowles Farm, 22880 Budds Creek Rd., Clements, MD 20650. Family Event! For more info contact Derrick Bowles at 301-672-3221.

October 28-31, 2019 – North American Commercial Vehicle Show (NACVS) – Georgia World Congress Center, Atlanta, GA. For more info visit <http://nacvsshow.com>

If you would like to list an upcoming show or event, send all the details including a telephone contact number to:

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Working Show Truck Of The Month

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features a premium Mack interior package with a custom steering wheel, in orange of course! Brian had the opportunity to purchase a local bait shop near his garage, and he now also owns Straight Line Bait & Tackle. All of the local fisherman get the best bait & tackle at Straight Line, and passing motorists always take a second look at the life size great white shark replicas out front. Brian Sargent wanted to thank his drivers for taking such pride in his company trucks, and also Robbie Coviello for working with them to keep the trucks polished every week. Whether he's behind the wheel of one of his trucks, or out on the water fishing, Brian Sargent is hooked on being the "top dog"!



by Robert Conrad

Brian Sargent grew up in commercial fishing and probably thought he'd own his own fleet of fishing boats one day. While this might still become a reality, Brian shifted gears along the way and got into trucking. Today he owns Straight Line Transportation based in Amesbury, MA.

Brian and his drivers haul contaminated soil for W.L. French with his fleet of magnificent CH model Macks and polished dump trailers. He credits W.L. French for helping him keep his trucks rolling and allowing him to build and grow his company. Brian also wanted to

mention McDevitt Trucks, Inc. and his salesman, Bob Dow, for all of the great service and for helping him spec & order his tractors just how he wanted them. The end result is Brian's fleets of cool, charcoal grey CH's, the newest one being the 2018 CHU seen in our feature. The truck is equipped with the 70" mid-rise sleeper for those long hauls and it's powered by a 505 HP engine. Orange pinstripes and company logos accent the truck perfectly and the fully polished dump trailer has a matching orange tarp system on top. Both the truck & trailer have plenty of extra lights for those midnight runs. The inside of the cab



Brian Sargent

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But you don't have to lose your cool.

STEER OR DRIVE TIRE **SALE** **\$299**^{*} PER TIRE

TA TRUCK SERVICE
Commercial Tire Network

*Offer valid May 1 through June 30, 2018 on Roadmaster and Dayton Steer or Drive tires at participating TA Truck Service centers. Add \$25 per tire for single tire purchases. Price listed not valid on wide-based tires. Price does not include F.E.T., mounting labor, balancing, valve stems, state or local taxes.