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Vol. 47 No. 6
June 2022

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The 2022 75 Chrome Shop Truck Show



Blue skies and dazzling Big Rigs made for a very successful 75 Chrome Shop Truck Show this past April in Wildwood, Florida. Turn to Page 15 for more photos. - Photo courtesy of 75 Chrome Shop -

James And Shan Find A Home At Skelton Truck Lines



By Steve Pollock
COLUMBUS, OH.... Hauling products that save lives was the largest motivating factor for Professional Truck Drivers James Garriott and Shan Leonard to decide to go to work for Skelton Truck Lines. “We like knowing that the products we haul make a difference in people’s lives and sometimes even save someone’s life,” said James. “We also like the fact that each load is unique, and each day is something different.” Shan told us, “Once a child was scheduled for a heart transplant in Canada and bad weather set in, so the helicopter couldn’t deliver the heart. Skelton was called and got the job done – that’s amazing! We like being a part of something like that.”
continued on page 10

Hirschbach Motor Lines – Not Your Typical Trucking Company



By Steve Pollock
DUBUQUE, IA.... Imagine working for a company that makes decisions based on a driver first mentality – one that has a driver first corporate culture... a company that has a driver advisory board to help its executives make decisions. A place that specs their trucks with driver amenities, not to
continued on page 9

40th Annual Shell Rotella® SuperRigs® Registration and People's Choice Award is Officially Open

The stage is set for "a big honkin' anniversary" celebration! Online registration for the 40th Annual Shell Rotella® SuperRigs®, which rolls into Branson, Missouri June 9-11, is officially open. Pre-registration is required. Pre-registration provides drivers with a designated parking spot and an option to select their preferred time for when they would like

their truck judged. Final judging times will be determined by Shell Rotella representatives.

SuperRigs will take place on Branson Landing, a beautiful waterfront development in the heart of the Ozarks. For those who want to compete in the show, but can't make it in person, the People's Choice Award allows drivers to submit their trucks to a virtual category that

will be voted on by fans during the truck beauty contest.[1]

Registration Link: www.rotella.com/superrigs

- Highlights include:
- * Autograph session and dockside fun with pro-angler Jimmy Houston
 - * More than \$25,000 in prizes and awards
 - * Musical entertainment, contestant dinner,




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light show and much more than \$25,000 in cash prizes. There is no fee to enter SuperRigs and the weekend is designed to be fun for the whole family. Follow Shell Rotella on Facebook, Twitter, and Instagram for updates on SuperRigs and Shell Rotella products and programs. For exclusive updates, join the Shell Rotella SuperRigs event page on Facebook at: <https://fb.me/e/21B0v9UPW>. To stay involved in the conversation on social media, use #SuperRigs and #SuperRigs40.

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Off The Beaten Path

by Pam Pollock
You Serious, Clark?

Not gonna lie to you, my life is kinda like living with the Griswolds. I'm not just talking about my family, but interactions with some crazies out there in the big old world... Now, granted, sometimes it's just some tiny, irritating things that set me off, but in the past six months, I've had some doozy of encounters that have left me scratching my head in bewilderment and I actually have caught myself muttering out loud, "You serious, Clark?!"

One of the minor occurrences happened two weeks ago. I had gotten up at 4:45 am on a Sunday morning and drove three hours to Magee Marsh for the Warbler Migration. For all of you non-birders, this happens every May when the spring songbirds migrate up North and only lasts for 2-3 weeks. I hit the boardwalk with my big old honking camera. My eyeglasses were spit polished so I could spy the little birds. It was not tremendously busy, there were probably less than 200 people out there with me. A young couple were trailing me; he had a big old honking camera, too and she was equipped with a pair of binoculars. They would excitedly stop every time they saw a different species of bird and he would rapidly shoot some photos and she would be poised by his side, binoculars raised up to the highest branches of the trees. They would confer earnestly as to which kind of warbler they thought it was. I admit, it was cute watching them work together as a team. Another birder came up to where I was standing, she was just out enjoying the day and had no gear on her. I pointed out a Black and White Warbler to her. It was perched way down in the brush and was hard to see. The young dude overheard me and came rushing over. He raised his camera up, dialed that zoom lens to full capacity and hit the shutter release button - over and over. His mate came over and asked him what he saw. And that's when he said, "Oh, I just found a Black and White Warbler!" "Ohhhh!" she squealed, "Good eyesight, babe! How did you ever see that?"

I may have snorted out loud at that point and I may have muttered, "You serious, Clark?" Dude looked over sheepishly at me and kind of shrugged. Hey, I get it, man. She was hanging all of you and so impressed with your mad birding skills. It would be hard to confess that a little old Granny had actually found the bird. But still, you serious, Clark?

My husband and I dined out at a restaurant last week. The server was nice and efficient. But he was overly fake nice. "Not a problem" was uttered from his lips... a lot. And not just to our table, but we could hear him from all over the restaurant. His loud voice reminded me of that cartoon character from the 1960-70s, Foghorn Leghorn. "Not a problem! Fair enough! I have \$25,000 in tattoos!" He

boomed this over and over to so many dining guests. At first, I thought it was kind of cute but after 45 minutes of listening to this - well, I groaned and muttered, "Are you serious, Clark?"

Now, I can be a bit of a lead foot when I am driving, especially on the interstate or turnpike, but I have had people practically blow my doors off while I am cruising along doing between 80-90mph. Seriously? I watch the news and hear all of the political BS. I see my favorite television series being turned into Hollywood propaganda segments. Facebook, Instagram, and Twitter used to be places to enjoy a little lighthearted fun and warm and fuzzy family photos from people - and now? Now there's bickering and snideness. I want to scream, "Are you serious, Clark?! STOP! Stop the insanity. Show me photos of cute little puppies and kittens and kids playing and glorious sunrises and mountain vistas."

But the cherry of top of my WTF brush with a looney tune occurred the weekend of Thanksgiving. It was not only a WTF moment, but a holy smokes, did that just happen, and don't tell Mom event all rolled into one. I had gone to the local drugstore to get some cold medicine for one of

my grandkids. I was standing in line and a very tall young lady wearing a butt ugly plaid poncho came up and stood so close behind me that I could feel her literally breathing down my neck. I shot her a dirty look and inched my way up to the register and she moved to another line. I finished my purchases and went out to my car. I was driving through the parking lot to the exit, and I heard a loud horn blaring. I looked over to my left, and there was a car backing out of a parking spot. I was almost a car length ahead of the vehicle and it was on the other side of the lot. I continued through the lot and got to the stop sign and I hear the horn blaring again, and I look in my side mirror and it's the same car and the person is giving me the finger - on both hands and yelling. I had done nothing wrong, so I did what any other person would have done... I exited my car, walked up to their driver's side, looked inside, and it was the girl in the butt ugly poncho. She was STILL blowing her horn, and giving me the finger - both hands now and yelling. I gestured to her to roll down her window. She complied. I asked her, "What is your problem?" And that's when she went ballistic,

"How dare you!" she screeched! "You could see that I wanted to pull out of the space and yet you didn't stop for me! If YOU had hit me, you would have been in big trouble, you effin' beotch!" (not her actual

words, they were much worse.) I tried to explain to her that just because she wanted to pull out of the parking spot, that's not how it works. I told her, "According to the law, you can't just expect people to see that you want to back out. You don't have the right of way. The person who is backing up is always at fault."

She retorted, "I really don't care what you THINK the law is, you effin' beotch!" By then, my patience was gone, and I was more than inwardly muttering, "You serious, Clark?" This 5', overweight, 60 year old grandma looked at her and said, "You know what, why don't you climb out of your car and let's take this up to the sidewalk and settle this once and for all. Did I mention that she was at least 5'10" tall and in her 20s? Pam! WTH are you saying? Am I serious, Clark? Seriously?" Shockingly, the girl said, "I don't want to do that. I just want to go home." So, I got in my car and when it was safe to do so, I left the parking lot. She followed, still blowing her horn and giving me the finger. She had to follow me for about 2 miles, and I made certain that I safely drove the speed limit. When I returned home, I told my tale to my guys and then I implored, "Don't tell my Mom!" But I still think I could have taken down that girl... Who am I kidding, "Are you serious, Clark?" She could have made mincemeat out of me!



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 ISSN 1524-2684 www.movinout.com
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 Pennsylvania Motor Truck Association

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Pacifico Reflections - Voices

by: Mike McGough

Over the past five years, political frictions, social issues, and a lingering pandemic have taken a toll on their unity. You're either with one or the other faction. Some have definitely aligned themselves, but most haven't. Those who haven't tend to believe it's just another blip in their 160-year history as an independent congregation that will pass. They're wrong; this is no blip. This is a genuine four-alarm fire ready to burn the church down.

Mr. Alberter, or "Mr. Joe" as everyone calls him, has attended this church longer than most everyone else in the church has been alive. He was there when John Kennedy ran for president in 1960, and the question about the role the Pope in American politics rattled the church. The draft during the war in Vietnam bitterly divided families of those in the armed services, those who went to college after high school, and draft evaders who went to Canada. The Aids epidemic, both real and perceived social inequities, the gap between the haves and have-nots, and a host of other issues hit Mr. Joe's church just like the rest of society. He was proud that it has survived them all as an independent congregation. However, he is currently concerned.

The present attack on their peaceful existence as a congregation is different. The longer it drags on, the more bitter it's becoming, the more resolute its supporters grow, the more difficult it becomes to find any common ground, and the gap between them grows. Lies, innuendos, and implausible

claims and promises that are never kept have become the stock in trade. There are angry extremists on both sides, personal accountability is at an all-time low, and as a result respect for the truth deteriorates a little more each day. The majority of parishioners may lean to one side or the other, but they remain open to more than an either-or option for the future of their church. However, the intimidation efforts of the fanatics have effectively silenced them. The threat of being labeled this, that, or the other thing combined with open hostility and vitriol has allowed the radicals to dominate.

Because he always makes the coffee and provides the donuts for all of the meetings, Mr. Joe is privy to what's going on in the church. From multiple perspectives, he's developed a broad view. What he has seen in recent years has reinforced his belief that if you can't be open to both sides of a discussion, you may not really understand either well enough to have an informed opinion. Instead of being a knowledgeable participant, you may just be another person with an unfounded personal view.

Mr. Joe has long observed that on important questions, there are always folks who can be radicalized. They're easily swayed by almost anything they hear. They're effortlessly swept up by lies, false claims, and innuendos. They'll believe nearly any promise that could potentially benefit them. Anyone speaking to their fears, their prejudices, and their sense of right and wrong captivates them. Once taken in, they become disciples. As disciples, information that contradicts what they're told to believe has to be false. Changing their

stance becomes impossible, because that would be admitting they were wrong, and they're not good at that.

Near the end of yet another meeting dominated by the church zealots, he had had enough. With the pastor's permission, he inserted the following in the bulletin for the next Sunday.

I've been listening to you folks for more than two years now, and I have some suggestions. It's time to dial down the agenda-pushing speechmaking and find some common ground. You keep chasing each other around meeting after meeting, and you get nothing done. I've stood in the kitchen preparing food and heard people say things that hours or days later they vehemently denied having said. I've heard some things said that only a fool would believe, or only someone desperate for any form of proof of what they want to believe would accept as credible.

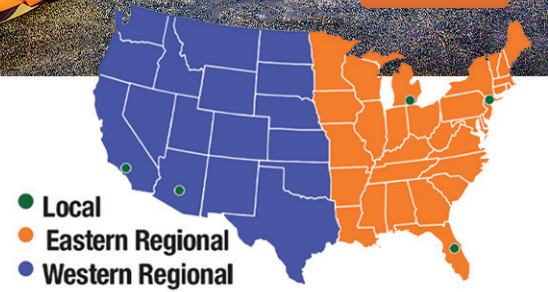
Those of you who aren't yet steeled by a particular way of thinking or so hardened by emotion that you'd sacrifice our church just to get your way need to get involved. If you don't the radicals among us will continue to dominate, and you'll have effectively lost your voice. Only when the will of the congregation, the whole congregation, is welcomed can our best interests be fully represented. For that will to be realized, you need to speak up and hold the bullies, the distorters of the truth, and the most aggressive among us accountable. Then and only then will the radicals be realistically viewed as a part of our church's voice rather than the only voice of our church!

Mr. Joe

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High Performance Diesels with Bruce Mallinson

Burned Turbochargers, there is a reason to have a good working pyrometer, with the thermocouple in the exhaust manifold and a turbo boost gauge, and know what they read and mean. On April 28th, I returned a phone call to an older gentleman, who was, in fact, three years older than me, that sent us a turbocharger off of a 12.7 DD4 Detroit looking for a warranty. The

failure on the turbocharger was a burned turbine housing and .025 endplay on the wheel and shaft when there should be no more than .012 endplay. My first question to the owner was, "do you have a pyrometer (EGT) gauge" and he replied, "no, but my truck doesn't run hot." I asked, "how do you know? It is impossible to know the exhaust gas temperature on the older engines with a

pyrometer." He did say the engine produces 25 to 27 psi of boost, which should be 30 psi for a 500 Detroit 12.7 liter. At least he has a turbo boost gauge. Now here is where the problem lies, the rear gears are 2.91, turning 24.5 tall rubber, and a double over 13-speed transmission. He drives this truck, a 2003 Freightliner Columbia, single air filter under the hood, at 70 mph

at 1200 RPM. The DD3 and 4 12.7 liter Detroits need to be at 1400 RPM and higher, especially at 70 miles per hour. Running this low RPM will produce excessive exhaust gas temperature, which in turn fried the center section of the turbine housing. He has an air filter restriction, which caused the thrust washer to wear out, giving the wheel and shaft .025 end play. With that much end play, the compressor wheel, fresh airside, has hit the compressor housing. The air filter could be dirty or could have gotten wet from driving through a downpour. If the air filter is paper and gets wet, it must be replaced soon. The wet air filter will cause excessive wear on the thrust washer and pull oil past the seal and into the charge air cooler.

As you can see in the pictures, the turbine housing has been burned from excessive heat and excessive end play. Needless to say, there is NO warranty on this turbocharger. I can save this turbocharger by installing a bearing and seal kit and a new or used turbine housing. Excessive soot and carbon cause the variable vanes in a VGT turbocharger to look up, thus rendering the turbo useless.

This turbocharger is off of an International 530 engine. The rust on the outside of this turbo shows that the truck sat in the grass for extended periods of time. Soil and grass hold moisture and will cause excessive rust in the northeast. If the truck owner had been running the Max Mileage Fuel Borne Catalyst in his fuel, the truck would still be up and running. Now he needs to spend \$2900.00 on a new turbocharger. As we say, it costs 1 cent per mile to run the catalyst; however, it will save 6 cents per mile in maintenance.



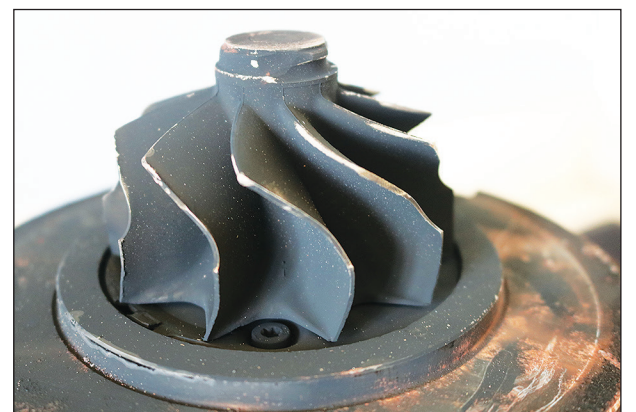
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In addition to seeing

Peterbilt's full lineup of electric vehicles on the show floor, a Model 579EV was available as part of ACT Expo's Ride & Drive program on May 10 and 11th during select times. customers looking to add Peterbilt EVs to their fleets using incentive programs in the U.S. and Canada should contact Peterbilt's dedicated EV grant writer at Peterbilt.Grants@paccar.com for more information and assistance. In addition, Peterbilt provides a list of incentives currently available for zero emission vehicles on our website at <https://www.peterbilt.com/trucks/electric-vehicles/incentives>.

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LCS - Load Covering Solutions Inc. will relocate its US operations from the state of NY to its new home in Cadiz, KY in the fall of 2022 and operate as a subsidiary company to LCTS - Load Covering Trailer Solutions Inc. Our company focus will remain steady with the promotion of a diversified selection of Aerodynamic Flat & Round Top Rolling Tarp Systems under our "Windmaster" branding for open deck truck beds & trailers. We will also focus on the growing demand for the "Hot Shot" load covering trailer requirements as well as growing our competing Hard Top / Soft Side Curtain Trailer Systems.

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Highway Transport's Tom Frain Earns 'Professional Tank Truck Driver Of The Year' Honors



The National Tank Truck Carriers (NTTC) has recognized Highway Transport driver Thomas "Tom" Frain as the 2021-2022 Professional Tank Truck Driver of the Year Grand Champion.

Frain has more than 30 years of professional driving experience and has served as tank truck driver for Highway Transport, a leader in bulk chemical transportation, for seven years.

With more than 2 million accident-free miles, Frain is a leader on and off the road, working with the Highway Transport Safety Department and serving as an instructor and mentor for new drivers.

"Tom represents all of the drivers and team members of Highway Transport – and he represents the best of us," Highway Transport CEO Marshall Franklin said. "Tom works to contribute his time, insight, expertise and enthusiasm to help us serve our customers better, to make our company stronger, to make the industry better and to make the roadways safer. We are not surprised, but we are elated and proud of this recognition, and the Highway Transport family congratulates Tom on this well-deserved honor."

Highway Transport Service Center Manager Steven Hittinger wrote about Frain in a recommendation:

"He has served as a driver trainer at the Knoxville terminal for the past four years. During that time, he has demonstrated great leadership traits. He works closely with the safety department to develop training videos and serves as instructor and mentor for new drivers in hands-on training classes. Tom is always willing to contribute to any effort that improves the safety of our operations and benefits the company, fellow employees and the motoring public."

Frain resides in Knoxville, Tennessee, where Highway Transport is headquartered, and where he also volunteers with Boy Scouts of America, American Youth Soccer Organization (AYSO), Little League USA Softball and other organizations. He is a first-generation truck driver who is passionate about the professional driving industry. During the NTTC award presentation, it was said

about Frain that his goal is to inspire someone, even just one person, and to help that person succeed and rise to the top:

Frain has more than 30 years of professional driving experience

and has served as tank truck driver for Highway Transport, a leader in bulk chemical transportation, for seven years.

Hirschbach Announces Completion of John Christner Trucking Acquisition



DUBUQUE, IA... Hirschbach Motor Lines announced the completion of the previously announced acquisition of Sapulpa, OK based refrigerated carrier John Christner Trucking (JCT).

"Today officially brings together these two great organizations that complement each other perfectly – like putting two puzzle pieces together," said Brad Pinchuk, CEO and Owner of Hirschbach. "The combination of Hirschbach and JCT will provide our customers a breadth of nationwide cold supply chain transportation services."

"It's an honor to be entrusted by the Christner family with this amazing company they built," said Pinchuk.

John Christner started his career as a driver, hauling produce from the west and chicken from the east. In 1986, he started JCT with two trucks, hauling the same freight he handled as a driver. Soon after, he recruited his two sons - Darryl & Danny Christner - into the business.

"Together, they built one of the nation's largest (7th largest refrigerated trucking company) and most respected brands in our industry," said Pinchuk.

JCT will continue to operate

as a separate, but highly integrated, company with Danny Christner joining Hirschbach as the President of JCT. Dan Wallace will continue as the President of Hirschbach.

"Both organizations have closely aligned cultures that are driver-centric and focused on delivering best in class service to our customers," said Pinchuk.

The acquisition of JCT will propel Hirschbach to one of the nation's largest refrigerated carriers with a revenue exceeding \$1 billion. The organization will now operate over 3,000 trucks and 5,000 trailers, along with a \$150 million integrated logistics offering.

"We are excited to celebrate the completion and officially welcome the JCT team to the Hirschbach family," said Pinchuk.

Love's Travel Stops opens new location in Missouri

Love's Travel Stops is now serving customers in Cameron, Missouri, thanks to a travel stop that opened Thursday. The store, located at Exit 52 (1601 East Evergreen Street), adds 120 truck parking spaces and 85 jobs to Clinton County.

"Love's is pleased to open its 20th location in Missouri and add 85 jobs to Clinton County," said Greg Love, co-CEO of Love's. "Our Cameron location will offer plenty of fresh food and drink options, clean bathrooms and much more to customers ready to get back on the road quickly and safely."

The location is open 24/7 and offers many amenities, including:

- * More than 12,000 square feet.
- * Arby's (opening May 9).
- * 120 truck parking spaces.
- * 77 car parking spaces.
- * Six RV parking spaces.
- * Eight diesel bays.
- * Ten showers.
- * Laundry facilities.
- * CAT scale.
- * Speedco (opening May 23).
- * Bean-to-cup gourmet coffee.
- * Brand-name snacks.
- * Fresh Kitchen concept.
- * Mobile to Go Zone with the latest GPS, headsets and smartphone accessories.
- * Dog park.

In honor of the grand opening, Love's will donate \$2,000 split between the Cameron Missouri Veterans Home Assistance League and the Historical Preservation Society of Cameron Missouri

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Hirschbach Motor Lines – Not Your Typical Trucking Company



north and hauled meat back to Gulfport. In 1997, Ray's son George sold Hirschbach to Tom Grojean, Sr., who, in 2013, sold the company to his son, Tom Grojean, Jr. and current CEO Brad Pinchuk. It was around this time that Hirschbach experienced substantial growth through fleet expansion and acquisition. Current President Dan Wallace has worked at Hirschbach since 2012.

Today the Hirschbach fleet is comprised of over 2,100 power units, soon to grow to over 3,000 with the recent acquisition of John Christner Trucking. In keeping step with their "Driver Focused – Driver First" mentality, Hirschbach has spec'd their late-model Freightliner Cascadias and International LT tractors with Cummins engines with a host of driver amenities including: free Sirius XM Radio, 24" Smart

TVs for streaming shows, large capacity refrigerators, Carrier APUs, heated and cooled seats, and optional high-speed in-cab Wi-Fi. The newest equipment also has automatic wipers and high beams as well as blind spot technology that goes the entire length of the trailer. All this and 24/7 support for breakdowns, dispatch or anything else you may need while out on the road.

Hirschbach operates on primary lanes between the Midwest and points East and Southeast, with secondary lanes from the Midwest to the West and Southwest. The company hauls processed meats out and other commodities back. The addition of JCT has added a freight network coast to coast across the southern tier of the US. Hirschbach also operates an entertainment division – Xtreme - of 150 trucks that haul

gear, serving the entertainment industry.

Hirschbach hires company drivers, and independent contractors for lease purchase. Hirschbach honors and hires Veterans, offering Vets special programs. They offer OTR and dedicated lanes for solo and team drivers throughout the USA. There are also 30-35 locations that drivers work on-site doing local deliveries and are home every night.

A leader in the temperature-controlled industry, Hirschbach is predominately a truckload refrigerated carrier, but is not afraid to think outside the box to serve their customers, no matter what it takes.

The company offers mileage based top industry pay for company drivers and independent contractors. Independent contractors doing lease pur-

chase pay only 99¢ per gallon for fuel, all day – every day, no matter what the price of fuel or what the fuel surcharge is. Hirschbach operates their own CDL training centers, one at the corporate office in Dubuque, Iowa and another in Kansas City, Kansas. Students are paid weekly from day one and also receive free room and board. The CDL program takes 4 weeks to complete and 4 weeks with a driver trainer before going solo.

So – what's your drive? Find the right job for your lifestyle at Hirschbach by calling 800-262-9416. You may even see Hirschbach CEO Brad Pinchuk and his wife Jillayne hauling a load of freight and gaining firsthand oversight from the driver's perspective.

continued from page 1

just make your driving more comfortable, but your off-duty time as well. Trucks and trailers adorned with attractive, contemporary graphics. A place where the CEO gets his CDL, and hauls loads of freight for the express purpose of knowing what his drivers contend with each and every day. When you visit nearly any terminal, you

will find showers, a drivers lounge, gym, and a heated and air-conditioned kennel for your dog or cat. That place is veteran owned Hirschbach Motor Lines.

Hirschbach Motor Lines was founded in 1935 by Ray Hirschbach with a single truck. Ray hauled bananas out of Gulfport, Mississippi to points

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James And Shan Find A Home At Skelton Truck Lines



continued from page 1

Shan continued, "We once picked up urine and blood samples of Olympians in Salt Lake City and delivered them to San Francisco where they were flown to Switzerland. We also delivered the Moderna vaccine during the Covid Pandemic, which was pretty cool."

James enlisted in the Infantry in 2001, and was in Military Intelligence for the last 8 years of his enlistment, which ended in 2017. James and Shan reside in Alabama and met in 2016 in Washington state, where Shan lived all her life and where James was stationed with the military. James began driving truck in 2018, and Shan began in 2019 and the couple began

team driving shortly thereafter.

James and Shan did flatbed work, switching to reefer and hauling produce before joining Skelton 8 months ago. The team runs everywhere and stay out for 6 weeks at a time before taking 2 weeks off. They love Skelton's new Peterbilt Platinum Edition tractors. The trucks are loaded with leather seats, premium interiors, large sleeper, 3,500 watt inverter, XM Radio, and a refrigerator. All of Skelton's trucks also have Moose bumpers and fog lights. James and Shan appreciate the fact that the trucks are governed to 72 mph. They said that Skelton's maintenance department is outstanding.

James and Shan pull a specialized double reefer, which uses bulkheads within the trailer to create separate temperature zones. The freight is always light and extremely valuable and for this reason, the trailer is secured, locked, tracked, and equipped with an alarm. One person must stay with the truck at all times. James told us, "Some people are not comfortable with this amount of responsibility, but if you are self-motivated and have good situational awareness around you, this is the job for you. Skelton has our back every day - all day. Not once have they told us something that wasn't true. Once we got

hung up in San Francisco and our dispatcher Jennifer took care of us with detention pay for both of us."

Most of Skelton's loads are moved and delivered Monday-Friday as most shippers and receivers are closed on weekends. Team drivers earn \$2,100 minimum, each driver, each week, regardless of miles loaded or empty. Teams average 4,500 miles per week and average \$2,500-\$2,900 per week, per driver.

Skelton Truck Lines was founded in 1962 by Larry Skelton with a single truck that he drove himself. Today the fleet has grown to over 150 power units and is operated by the third generation of the Skelton family. Skelton Truck Lines welcomes company driver teams and owner-operator



teams throughout the USA and Canada. Skelton has a high priority on their drivers and employees health and wellness. They are especially proud of the fact that 50% of their drivers and employees are women. They are an Equal Opportunity

Employer. To learn more about Skelton Truck Lines, contact Jessica Kapasky at 905-895-6688, extension 345 or 800-600-9229. You can also text Jessica at 705-717-4449, or email: Jessica.kapasky@skeltontruck.com

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Daimler Truck North America And Cummins Collaborate To Drive Hydrogen Fuel Cell Trucks Forward In North America



Concept rendering for hydrogen fuel cell-powered Freightliner Cascadia Truck

of heavy-duty trucking. Our collaboration in this market is an important milestone for both companies as we work to accelerate the shift to a carbon-free economy.”

“CO2-neutral commercial transportation must not only be technically feasible, but also economically viable for our valued customers,” said Rakesh Aneja, Vice President and Chief of eMobility at DTNA. “Depending on the customer application and energy infrastructure considerations, hydrogen-powered vehicles can absolutely complement battery-powered electric vehicles in accelerating our carbon-neutral journey. We are pleased to expand our partnership with Cummins to include hydrogen-powered fuel cell electric vehicles in our future portfolio. We remain focused on serving our customers by providing them with a choice of propulsion-technologies, ultimately resulting in solutions that best suit their business needs.”

Columbus, Indiana and Portland, Oregon ... Cummins Inc. (NYSE: CMI), a global power and hydrogen technologies leader, and Daimler Truck North America (DTNA), the largest heavy-duty truck manufacturer in North America, are collaborating to upfit and validate Freightliner Cascadia trucks with a Cummins hydrogen fuel cell powertrain for use in North America. Freightliner will leverage Cummins’ fourth generation fuel cell

powertrain, which provides improved power density, efficiency and durability.

The joint effort will support both organizations’ goals to reduce emissions across product offerings and operations. Upon successful

validation, the companies intend to have initial units available in 2024 for selected customers.

“Cummins and Daimler Truck have a strong history of partnership, and this next step into fuel cell electric vehicles

is an exciting development for zero-emissions transport,” said Amy Davis, Vice President and President of New Power at Cummins. “Hydrogen fuel cells are a promising solution for the demanding requirements

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Update and Final Opportunities to Comment on PA Bridge Tolling

PennDOT is continuing to move forward with its proposal to toll nine interstate bridges through its Major Bridge P3 Initiative despite pushback in local communities, the state legislature, and the courts.

Though they haven't specified the exact toll for trucks crossing these bridges (or even how they plan to define "truck"), it's anticipated that a toll on a single bridge will add \$5000 per year to the cost of each truck crossing twice a day.

PMTA has fought the bridge tolling initiative ever since it was first proposed in late 2020, arguing that the disproportionate impact on the trucks will hurt the trucking industry, local businesses, and Pennsylvania's economic competitiveness (see details of PMTA's activities).

Over the past few months, several events have occurred on which PMTA wishes to update its members.

* On November 16, the state House of Representatives voted to approve Sen. Langerholc's SB 382, which requires public-private partnerships to through a more thorough public deliberation, including approval by the legislature when there are tolls involved. (See how your representative vot-

ed.) SB 382 already passed the state Senate, but because it was amended in the House, it must be approved by the Senate again. It has not yet been brought up for a vote. There's still time to contact your senator.

* On February 15, PMTA filed an amicus brief in the lawsuit South Fayette Township et. al v. PennDOT, a challenge by several municipalities near the I-79 Bridgeville bridge arguing that PennDOT did not follow the requirements of the law in its P3 process. An oral argument has been scheduled in the case on May 18 before a panel of Commonwealth Court judges. In the meantime, a similar case has been filed by a group of county and municipal officials in Cumberland County.

* On March 9, PennDOT announced that Bridging Pennsylvania Partners (BPP) was selected as the Apparent Best Value Proposer to administer the bridge tolling projects.

* Also in March, the Federal Highway Administration (FHWA) said it will require PennDOT to through the National Environmental Policy Act (NEPA) process for each bridge it is considering tolling. The NEPA process evaluates the environmental and related

social and economic effects of proposed action and, importantly, includes citizen involvement. As a result, for each bridge project, PennDOT is scheduling a public comment period and an in-person public meeting, at which members of the public are invited to testify.

PMTA strongly encourages its members to take part in this public comment process. Now is the time to convey the impact of bridge tolling on your business, on Pennsylvania's trucking industry, and on economy! You may do so in one of three ways:

- * Provide in-person testimony at a public hearing.
- * Submit comments on proposed tolling project(s) at the email address provided.
- * Mail comments to the address provided.

It is very important during this process to state clearly the impact you believe tolling these bridges at an estimated \$10-12 per crossing will have on your business. Please state the cost increases you will be forced to deal with, how this will affect your competitiveness with other companies, and how you think tolling will affect your local community. Specific comments are always more effective than general comments.

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OOIDA: Truckers Criticize Speed Limiter Announcement, Citing Safety, Rolling Roadblocks And Road Rage

(Washington, DC... The Owner-Operator Independent Drivers Association criticized an announcement from the Federal Motor Carrier Safety Administration about proceeding with a controversial speed limiter rulemaking.

OOIDA says that policies and devices that limit speeds for large trucks create unnecessary congestion and dangerous speed differentials among vehicles, which lead to higher accident involvement rates. The FMCSA is preparing

a supplemental notice of proposed rulemaking to follow up on a 2016 joint proposal with the National Highway Traffic Safety Administration.

"Studies and research have already proven what we were all taught long ago in driver's ed classes, that traffic is safest when vehicles all travel at the same relative speed," said OOIDA President Todd Spencer. "Limiting trucks to speeds below the flow of traffic increases interactions between vehicles which can lead to more

crashes."

Additionally, most crashes involving CMVs occur in areas with speed limits below 55 mph, mitigating the effect of any potential mandate.

"What the motoring public should know is that when they are stuck behind trucks on long stretches of highway, those trucks are often limited to a speed well under the posted speed limit," said Spencer.

The Association has a video demonstrating the dangers of speed limited trucks.

Love's Launches Truck Care Academy, Graduates First Class

OKLAHOMA CITY, OK... Love's Truck Care Academy recently launched in Amarillo, Texas, where it graduated its first class of level five diesel technicians. The five-week, in-residency training program grows the skill set of newly hired Love's Truck Care and Speedco diesel technicians so they can provide industry-leading service to customers.

Love's Truck Care Academy is a paid, accelerated training program to develop diesel technicians in seven heavy-duty systems with classroom and hands-on experience. Technicians learn how to diagnose, troubleshoot and repair issues commonly found in trucks. Upon graduation, technicians are placed at a

location as a level five diesel technician. They're also given a tool set valued at \$3,500 that's theirs to keep after a year on the job.

"Our team members are our number one asset, and Love's Truck Care Academy provides the tools and training needed to help those team members grow into the best in the industry," said Gary Price, executive vice president of total truck solutions for Love's. "The goal of the Academy is to best equip our team to get customers back on the road quickly and safely. This program is the first of its kind in the truck care industry and we look forward to expanding it in the future."

A second Love's Truck Care

Academy is scheduled to open later this year in El Reno, Oklahoma.

Another training path Love's offers is its prestigious mechanic apprenticeship program, which allows apprentices to earn a competitive wage while working toward the designation of a diesel technician. Upon successful completion of the apprentice program, apprentices receive a tool kit which is theirs to keep after one year of employment as a technician. Newly hired diesel technicians can make between \$22 - \$27 an hour plus commission.

Those interested in a career at Love's can visit jobs.loves.com.



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ATA Truck Tonnage Index Jumped 2.4% in March

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 2.4% in March after rising 0.7% in February. In March, the index equaled 118.8 (2015=100) versus 116.1 in February.

"It is important to note that ATA's for-hire tonnage data is dominated by contract freight with minimal amounts of spot market loads," said ATA Chief Economist Bob Costello. "And clearly contract freight was solid in March, witnessing the largest sequential gain since February 2020. March was also the eighth straight month-to-month improvement, with a total increase of 7.4% over that period.

"During the first quarter, the

index rose 2.4% from the final quarter of 2021 and increased 2.6% from a year earlier. While there might be some recent softness in the spot market, for-hire contract freight tonnage remains solid and is only limited by lack of capacity, both drivers and equipment, at contract fleets."

February's increase was revised higher from our March 22 press release.

Compared with March 2021, the SA index increased 3.8%, which was the seventh straight year-over-year gain and the largest over that period. In February, the index was up 3.2% from a year earlier. In 2022, year-to-date and compared with same period in 2021, tonnage was up 2.6%.

The not seasonally adjusted

index, which represents the change in tonnage actually hauled by fleets before any seasonal adjustment, equaled 123.9 in March, 17.9% above the February level (105.1). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

Trucking serves as a barometer of the U.S. economy, representing 72.5% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 10.23 billion tons of freight in 2020. Motor carriers collected \$732.3 billion, or 80.4% of total revenue earned by all transport modes.

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PDA Releases 2022 First Quarter Driver Feedback Data - Equipment/Compensation Issues Remain Top Driver Concerns

Brentwood, TN... -PDA released data compiled from thousands of phone calls with professional truck drivers during the first quarter of 2022. The data was gathered as part of PDA's efforts to help trucking companies curb turnover while providing accurate and actionable data to address their drivers' concerns.

The first quarter of 2022 started off as 2021 ended with the two most mentioned concerns being equipment and compensation issues.

"As we saw at the end of 2021, the equipment supply chain issues continue to cause headaches for both carriers and drivers," said Scott Dismuke, PDA's vice president of operations. "The new tractor output, supply chain delays for parts and the diesel technician shortage are putting pressure on maintenance departments. Fleets will be aging; drivers will be keeping trucks longer which will likely mean an increase in breakdowns and mechanical issues."

Dismuke noted that PDA data continues to show a correlation between equipment breakdowns and drivers complaining about pay.

"PDA data has shown that equipment issues often lead to compensation frustrations for drivers," stated Dismuke. "Drivers that are logging miles while their truck is in the shop is the best way to keep today's equipment problem from turning into next week's compensation problem. Loaners are better than breakdown pay, so if carriers have available trucks, offer them to drivers who are stuck in the shop so they can continue to log miles."

Overall compensation issues remained steady in Q1 at 21%, nearly matching 2021 Q4 totals; however, drivers complaining about their pay rate was up 6% quarter over quarter. Dismuke noted again that the rise in driver feedback regarding pay rate has coincided with the increase in equipment issues.

"Industry-wide pay raises continue, but as we've noted drivers are spending more time in the shop and they aren't making what they've been promised," said Dismuke. "If a driver isn't making what was promised, they have multiple options to go elsewhere in this driver market."

Operations issues were the third top issue for the seventh straight quarter, remaining

steady at 13%, equal to where it was in Q4 of 2021. Driver feedback about operations continues to center on driver manager communication issues which rose 4% from 2021 Q4 to 53% in Q1.




"Communication issues accounted for more than half of the driver feedback regarding operations in Q1," said Dismuke. "We've continued to see the communication issue on the rise the last several quarters," said Dismuke. "Drivers view communication and respect as the same thing, and respect is about company culture. Proactive and timely communication and keeping drivers in the loop not only reduces communication issues, but it makes the drivers feel respected while relieving driver frustration."

Finally, in Q1 COVID-19 issues continued to be a concern for drivers, up 9% from totals in Q4 of 2021. Dismuke noted though that most of the COVID concerns came relatively early in Q1 and dropped off significantly near the end of the quarter.

"COVID-19 concerns dropped by 26% from January to March as the cases of the Omicron variant also began to drop nationwide," said Dismuke.

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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.

Don't Get Sidetracked

There are many people who start off on the main line but simply get sidetracked and never recognized what has happened.

A real physician does not treat disease, he rather treats the patient. How can we avoid getting on sidetracks and getting off course? One way to do it is to look for the scenery along the way. There are landmarks and various other marks in the scenery that tell us when we are traveling in the right direction. So, it is in life.

Jesus Christ said, "If you follow me, you can expect the world to hate you; for the world hated me before it hated you. If you do down through the world and the arms of men are outstretched to you, and you are received by the world, it may be an indication that you are not walking with God."

Jesus said, "Woe unto the man everyone speaks well of." If you live in the light of the word and you walk with Christ, you can expect to suffer some. It is part of the scenery on the road between earth and heaven. Then, as we go along, we can expect the people we are promised to see. God has many, many servants in the world. They stand ready and willing to help us if we are ready and willing to listen.

Network of States Using Drivewyze e-Inspections to Expedite Roadside Inspections Continues to Grow

DALLAS, TX... The number of states participating in Drivewyze's electronic inspections (e-Inspection) pilot program to expedite the inspection process at weigh stations continues to grow.

California and Nevada have joined Kansas, Maryland, Maine, New Hampshire, Vermont, Virginia, and Utah in allowing Drivewyze e-Inspection technology to automate time-consuming elements of traditional in-station inspections at select weigh stations. With participation from California and Nevada, plus the addition of new weigh stations now set up to receive e-Inspections in Vermont and New Hampshire, the number of weigh stations accepting electronic inspections has increased by more than 60 percent in the past month.

According to Brian Heath, Pr The e-Inspection Expedited Inspection pilot program is currently operating in a phase one deployment that automates currently manual steps of CSA-crediting Level I-III inspections in station. Officers no longer need to collect all inspection information manually, nor do they need to manually enter the information into multiple screening and inspection systems.

To learn more about e-Inspections and to participate with free open enrollment, contact Drivewyze at www.drivewyze.com or your telematics provider.

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TransEdge Truck Centers Becomes First Volvo Trucks Certified EV Dealer in Pennsylvania



Volvo Trucks North America dealer TransEdge Truck Centers recently became the first Volvo Trucks Certified Electric Vehicle (EV) Dealer in Pennsylvania after its Pittsburgh location completed the robust staff training program and necessary facility upgrades. In tandem with the certification, TransEdge hosted an Electric Vehicle Expo where key customers were invited for product walk-arounds to see the Volvo VNR Electric truck firsthand and to learn how the TransEdge team can help them identify the ideal Volvo VNR Electric solution to support local and regional distribution routes.

“We are proud of the success of our Volvo Trucks’ Certified EV Dealer program as it expands to yet another state and continues to build the ecosystem necessary for widespread adoption of battery-electric trucks across the nation,” said Peter Voorhoeve, president, Volvo Trucks North America. “Our dealer partner, TransEdge Truck Centers, continues to provide exceptional service to assist customers with their electromobility transition, and we are excited to see the overwhelmingly positive response to their event to introduce the Volvo VNR Electric to customers in Pennsylvania.”

The Volvo Trucks Certified EV Dealer program ensures professional pre-sales consultancy to secure a commercially and technically viable electromobility solution for its customers. On the aftermarket side, the certification ensures technicians have the proper technical training and understand all safety procedures when servicing electric drivetrains and components. The certification also includes investments in diagnostics tools.

At TransEdge Truck Center’s Pittsburgh location, three team members have been trained to service and maintain the Volvo VNR Electric, including one service manager and two

technicians. The dealership converted one service bay to be dedicated to battery-electric trucks, and technicians have been outfitted with personal protective equipment for working with high-voltage systems. The remodeled facility includes upgraded electrical service and charging infrastructure that can handle a 25kw and 50kw charger.

As a family owned and operated dealership founded in the early 1920s, TransEdge Truck Centers has evolved into a driving force in the Pennsylvania transportation industry with six modern facilities that service Pennsylvania and its surrounding areas. The Pittsburgh site is about 18,000 square feet and has approximately \$1.2 million in key parts and components inventory for the Volvo VNR Electric model to minimize service times and quickly get customers back on the road.

“We have had a lot of interest in the Volvo VNR Electric model from our customers and wanted to make sure we were ready to provide comprehensive sales and service support,” said Jim Gallagher, vice president of service, TransEdge Truck Centers. “TransEdge Truck Center’s mission is to provide ‘Better Solutions. Better Transportation’ and this Volvo Trucks Certified EV Dealership designation is the next step in ensuring we have the knowledge and skills to support our customers in meeting their sustainability goals.”

To learn more about Volvo Trucks North America and the Volvo VNR Electric, visit the company website.

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ATA Statement on New Truck Speed Limiter Proposal

Arlington, VA... , American Trucking Associations President and CEO Chris Spear issued the following statement on the Federal Motor Carrier Safety Administration’s notice of intent for a rulemaking on speed limiters for commercial vehicles:

“ATA is pleased that the Federal Motor Carrier Safety Administration is pursuing a constructive, data-driven approach to the issue of truck speed limiters in its latest proposal.

“We intend to thoroughly review FMCSA’s proposal, and we look forward to working with the agency to shape a final rule that is consistent with our policy supporting the use of speed limiters in conjunction with numerous other safety technologies.”

Only One Year Left To Get ID Required For Air Travel

Starting May 3, 2023, you will need more than a standard Oregon driver license or ID card at airport security checkpoints to board a flight within the U.S. You will need a Real ID-compliant driver license or ID card, or a passport or other federally acceptable ID.

The Transportation Security Administration has a full list of identity documents it will accept for air travel at TSA.gov).

DMV offices in Oregon and across the country are busy, and the U.S. Department of State has a backlog for passport applications and renewals. As the Real ID deadline approaches, DMVs and the State Department will get busier. So beat the rush – get the Oregon Real ID option or a passport now.

Is your license or ID card expiring in the next 12 months?

You can renew your Oregon license or ID card up to 12 months before your expiration date. If you need to renew in the next 12 months anyway, why not do it early and add the Real ID option? That would save you a second trip to DMV or the wait for a passport.

Real ID is optional in Oregon because you may already have a passport, passport card, military ID or other credential for air travel. But if you want the Real ID option on your Oregon driver license or ID card, don't wait until you book a flight.

How do I get the Real ID option in Oregon?

1. Make sure you have the

documents you need to qualify for Real ID. Create your own checklist at Oregon.gov/Realid.

2. You must apply for Real ID in person. You can visit a DMV office or make an appointment at DMV2U.Oregon.gov.

3. Bring the documents on your checklist and your current license or ID card, and pay the \$30 Real ID fee in addition to the regular issuance, renewal or replacement fee.

4. Then the process is the same as a standard Oregon card: signature, get your photo taken and receive a paper interim card until your Real ID plastic card arrives in the mail in 5-10 business days. You cannot use the interim card for air travel.

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Trinity Logistics Named Top Freight Brokerage

SEAFORD, DE.. Trinity Logistics is proud to announce its earned spot on Transport Topics' 2022 Top Freight Brokerage Firms List for a 20th consecutive year. Trinity earned spot 22 on this list of 100 top freight brokerages. Companies are ranked based on gross revenue, so it means a lot to Team Trinity to see such a high ranking, showcasing the impact we've been able to make on the lives of customers and carriers within supply chains.

"This ranking continues to show Trinity's strength and determination on serving our shipper and carrier customers with our customized logistics solutions," says Sarah Ruffcorn, President of Trinity Logistics. "Team Trinity works hard to continue to grow and strengthen our shipper and carrier relationships, to simplify logistics, and ultimately, to provide an excellent Trinity experience. Earning this recognition continues to show we are rising to the ongoing supply chain challenges, and are serving our customers well. Thank you, Transport Topics, for the recognition. We're honored to have made it another year on the list - #22!"

It's easy to see why Trinity continues to earn recognition such as this based on the feedback we hear from our relationships.

"As a carrier, it's always a pleasure working with Trinity Logistics. The loads are as described, the broker that I work with is responsive, and payment for our services are on time. Thanks guys!" - H.F. Williams Transport, LLC

"Working with Trinity has been very great so far. We have been working on moving some oversize loads and the patience and professionalism along with providing all information and answering millions of my emails is just amazing. No doubt in my mind that we will continue working together in the future as well." - Sekula LLC

Trinity's parent company, Burris Logistics, has ranked number 15 on Transport Topics' Top 100 Logistics Companies List and number 5 on their Top Refrigerated Warehousing List.

Trinity Logistics is a Burris Logistics Company, offering People-Centric Freight Solutions®. Our mission is to deliver creative logistics solutions through a mix of human ingenuity and innovative technology, enriching the lives of those we serve.??

For the past 40 years, we've been arranging freight for businesses of all sizes in truckload, less-than-truckload (LTL), warehousing, intermodal, drayage, expedited, international, and technology solutions.

A Likely Story - "Taking The Wheel"

By Roger Clark

The driver sitting across from me at an Oklahoma truck stop claimed to have never had an accident, or received a citation, failed an inspection, or been reprimanded by his employers. I'm sure it was true. Or could be true.

It wasn't a fairy tale, I suppose, because his recollections didn't start with 'Once Upon A Time.' He did, however, start it with 'You ain't gonna believe this, but...' so there had to be a foundation of truth to his stories. Or could be.

He said he had a fast truck. Real fast. So fast, no one could keep up with him. Just then, a 747 came in for a landing at the nearby airport. Slamming his coffee cup down on the counter and rushing out the door, he hollered, "See? Every time I stop, he catches up with me!"

As for me, I'm pretty good at what I do. But it wasn't always this way. What was, for years, included crashes, tickets, service failures, and logbook violations. You ain't gonna believe this, but....some days I was wishing for the chance to use ELD's.

I don't know how I got through those days. Well, okay, yes, I do. It was with the grace of God. No way was I able on my own to survive so many calamities. To this day I don't know why I'm so blessed with bad luck, or cursed with the good fortune, so it's probably okay to share a few stories.

But if you want to be known as the driver who can back up triples, while shifting dou-

bles, and picking up beautiful hitchhikers, then you might be better off in a comedy club. Unless you're not funny. Then you're stuck with appearing on Saturday Night Live. Jay Leno put it best when he said, "If you're not funny, don't try!" Unfortunately, SNL never got the memo.

As a member of the Commemorative Air Force, OODA, and NRA, I've heard the best stories ever to come from outside a hanger, inside the truck stop, or up front at our local shooting range. Pilots, drivers, and shooters all have stories, and some need to be told, but others maybe shouldn't be. Unfortunately, some of us didn't get the memo either.

A while back, at a Commemorative Air Force breakfast, I asked if anyone had read a brilliant article in our national organization's monthly magazine. When several people at the table rolled their eyes, I quickly found the author was sitting right next to me.

I once worked for Missouri's most dynamic carrier, during a period of unrivaled growth and expansion. One of our drivers pulled a flatbed from Kansas City to Joplin in two hours flat, and still had time to get a speeding ticket. I know. I was with him on the trip.

While employed by a Minnesota funeral home, I took my sister to her chiropractor on a mortuary cot. Most people don't know the difference between that, and an ambulance stretcher. But doctors do, and he was horrified to see it in his

hallway. I thought it was useful. Sis thought it was funny. The doc thought it was neither, but the look on his ashen-white face was both.

We've all heard the saying, 'When they outlaw guns, only outlaws will have guns' but I'm

not sure that's all bad. Every time I've been to the ER lately, some gangbanger on the other side of the curtain is being treated for a gunshot wound. Or better still, being rolled out the door on my sister's mortuary cot.

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Montgomery Logistics Names Roehl Transport, Inc. As Carrier Of The Year

BIRMINGHAM, AL... Montgomery Logistics, a full-service logistics provider, has named Roehl Transport, Inc., Marshfield, WI, as its 2021 Carrier of the Year.

Montgomery Logistics established the Carrier of the Year awards in to recognize carriers for their value as long-term partners. Some of the criteria to be considered include safety, on-time pick up and delivery, volume of shipments, communication and customer service. These partners are an overall extension of the Montgomery Logistics team, providing consistent, safe and reliable capacity daily.

"When it comes to Carrier of the Year, having partners like Roehl Transport, Inc. makes the decision for 2021 Carrier of the Year a no-brainer," said Montgomery Logistics Operations Manager Chase Thomas. "They

are at the top of their game in all they do, from operations employees to professional drivers and equipment, which contributes to the mutually beneficial relationship we've been able to build with them. We look forward to working together for many years to come."

Roehl's Director of Customer Service Adam Binder shared his admiration of Montgomery Logistics. "Don't be misled by the word 'Logistics' in Montgomery Logistics. They are a true 3PL and partner of ours, as opposed to what a broker can be," Binder said. "The ease of doing business with their team, drop trailer programs to reduce long wait times, and flexibility to act quickly to keep drivers moving inspires us to do more with their team!"

In order to be considered for Carrier of the Year, the carrier must have been nominated for

Montgomery Logistics Carrier of the Quarter. Roehl was nominated every quarter and by delivering 1,087 claim-free loads and almost 700,000 safe miles in 2021.

Montgomery Logistics, based in Birmingham, Alabama is a nationwide, third-party logistics provider specializing in truckload and over-dimensional shipments.

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Danny Herman Trucking – To God Belongs The Glory



By Steve Pollock
MOUNTAIN CITY, TN....
“We will operate our business in a manner that brings glory to God in all we do and with everyone we come in contact with.” This is the mission statement of Christian-based Danny Herman Trucking, located in the mountains of Eastern Tennessee.

Danny Herman Trucking invites drivers of all faiths and beliefs to come to work

at their company. If you like long haul, this is the place for you. The company specializes in single source and time sensitive, just in time freight with service throughout the USA and Mexico, utilizing a significant amount of driver teams. The average length of haul at Danny Herman Trucking is 1,450 miles. Lanes go to points in the Southeast (except Florida), Texas, Arizona, California, New Mexico, and

Nevada. It is all dry freight and drivers are loaded both ways. There is tons of freight for teams and solos, most of which is time sensitive.

Danny Herman Trucking is hiring company driver teams, solos, trainers, and trainees, as well as leasing owner-operator teams and solos. COO Blake Grindstaff stated, “We have launched a new pay package for our drivers and try not to create confusion in our compensation system. The pay is the same mileage rate on all lanes, with additional pay for experienced drivers, and includes quarterly and yearly safety bonuses.” The company treats and pays drivers well as they have about half the driver turnover as most long haul carriers.

Danny Herman Trucking was founded in 1964 by Danny Herman with a single truck. Danny Herman was always focused on faith and family and living by the Golden Rule. The company hosts several annual events for employees and their families that are more like family reunions than corporate get togethers. They are also very active in their local community.

As a testament to their faith, Danny Herman Trucking has scriptures on the back of each of their trailers and each week offers prayer and Chapel at all of their terminals for those who wish to attend.

President Joe Herman says, “We take great pride in being honest and providing a good company culture, with no excuses. Give us a chance and see what we can do for you.” For more information, call 800-250-8401.



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Portland, OR... Freightliner Trucks, a division of Daimler Truck North America LLC (DTNA), unveiled the new eCascadia at ACT Expo in Long Beach, CA. Built on the best-selling heavy-duty truck platform in North America, the new battery electric Freightliner eCascadia provides customers with a zero-emission version of the industry-leading

Cascadia and debuts its innovative safety and connectivity features.

Extensive development and rigorous testing through several prototypes and customer-tested trucks, resulted in a powerful and efficient battery electric truck with multiple battery and drive axle options, providing a typical range of 230 miles (depending on ve-

hicle configurations)[1]. The eCascadia is ideally suited for short-haul routes that allow for depot-based charging, examples of which include last mile logistics, local and regional distribution, drayage and warehouse to warehouse applications.

Powered by in-house developed Detroit ePowertrain

Detroit, the industry-leading manufacturer of state-of-the-art engines, axles and transmissions, is the power behind the eCascadia. The in-house developed Detroit ePowertrain is designed for a full integration with the eCascadia for maximum power, increased driving dynamics, and driver comfort, all with zero emission.

The eAxle is an electric drivetrain component integrated with an electric motor, transmission and specialized electronics within a compact

unit. Detroit's ePowertrain provides two eAxle designs including a dual motor with max torque of 23,000 lb-ft and max power of 395 hp, and a single motor featuring a max torque of 11,500 lb-ft and max power of 195 hp.

The Detroit ePowertrain offers three battery options for a range of sizes and average, zero-to-full charging times starting with 194 kWh (one and a half to three hours), 291 kWh (two to four hours), and 438 kWh (two to six hours). Detroit's Li-Ion batteries enable the eCascadia to meet critical range targets without sacrificing payload.

Because the Detroit ePowertrain produces less heat than a traditional combustion engine, temperature and packaging requirements for cooling are minimized. This allows the eCascadia to come with closed hood vents, and a new grille, which reduces drag by forcing more air around the vehicle, as opposed to pulling it through the radiator.

Innovative Detroit Connect eServices for an efficient and productive electric fleet

Connectivity plays a critical role in successful freight operations. Innovative Detroit Connect eServices have been exclusively developed for eCascadia and offer features that allow for maximum uptime, productivity, and profitability.

An in-house developed Charger Management System (CMS) is integrated directly into the Detroit Connect portal. CMS provides reports about depot utilization, data for grant compliance and Low Carbon Fuel Standard credit report-

ing, and can strategically save fleets money by leveraging demand-response incentives from local utilities. Additionally, CMS allows for staggered charging of multiple vehicles, charging during off-peak-demand hours, and partial charging. CMS is optimized for use with Detroit eFill chargers, and is also compatible with other popular charger models.

The eRange prediction tool automatically and accurately calculates and displays range over the course of a proposed trip. To give the most accurate indication possible, the tool analyzes multiple data inputs including vehicle parameters, load, weather, traffic, and road gradient. eRange Prediction allows for testing of "what-if" scenarios and performs analysis.

Battery health monitoring tracks and gives visibility into the eCascadia battery's state-of-health percentage, state-of-charge percentage, remaining range miles, and charging status. Post-trip analysis gives actionable information to improve the eCascadia's performance, utilization, and driver training. Based on actual trip data, users can visualize and quantify operational differences between trips. Outlying data is highlighted so that managers can easily identify exceptional situations.

Initial release of the CMS solution will occur in Q4 of 2022. Additional CMS features will be introduced in 2023.

Detroit Connect's traditional features are also available on the new eCascadia, including remote updates to reduce the

need to stop and physically connect the vehicle to initiate firmware updates. Remote updates allow users to update one or hundreds of trucks from a single location.

Detroit Assurance suite of safety systems for electric trucks

The Freightliner eCascadia comes standard with Detroit Assurance with Active Brake Assist 5 (ABA 5), setting the benchmark for advanced safety for heavy-duty electric commercial vehicles.

The release of the series production eCascadia marks the debut of a new Detroit Assurance safety feature: Active Side Guard Assist (ASGA). This industry-first technology engages at urban speeds (12 mph or less) to mitigate the truck from making a right turn when a moving cyclist or pedestrian is detected on the passenger side of the truck. ASGA applies automatic braking along with visual and auditory warnings, and is ideal for busy urban settings. This first-of-its-kind technology will help to protect pedestrian on the road today.

The eCascadia will also be the first version of the Cascadia to come standard with Active Lane Assist (ALA). As another first-of-its-kind safety feature it combines Level 2 automated driving with a suite of driver comfort features.

The flagship truck, the Freightliner eCascadia, together with the Freightliner eM2, has already covered more than one million miles in testing on public roads while in customer hands.

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Special Driver Awarded Special Truck



Carmen Anderson (photo by Jenn Koss)

GREENWI... In acknowledgement of her many industry and community accomplishments, professional truck driver Carmen Anderson was presented with the keys to a new Volvo VNL760 70" sleeper specially wrapped to help raise awareness of Special Olympics. The handover event was held at the headquarters of America's Service Line (ASL) in Green Bay, a private truck fleet of 200 heavy-duty trucks and 350 refrigerated trailers for whom Carmen is currently a company driver.

In addition to being behind the wheel professionally for more than 21 years and logging more than 2 million accident-free miles, Ms. Anderson was named a Women In Trucking's Top Women to Watch in Transportation in 2021. In 2019, the Wisconsin Motor Carriers Association (WMCA), a non-profit trade association based in Madison representing commercial motor vehicle users, named her Truck Driver of the Year, the first woman to win the award not only in Wisconsin but in any state. Ms. Anderson has long been active not only in supporting Special Olympics, but in promoting highway safety as well via her service as a member of the WMCA Road Team. She is also actively involved in Truckers Against Trafficking, which works to quell human trafficking across the country, as well as the Trucker Buddy program, dedicated to helping educate and mentor schoolchildren via a pen pal relationship with professional truck drivers.

Kriete Truck Centers headquartered in Milwaukee, family owned and operated for more than 70 years with ten medium- and heavy-duty truck sales and service locations across Wisconsin, partnered with ASL in obtaining the new Volvo truck that Carmen will now be driving. David Kriete, President and CEO, serves on the board of Special Olympics Wisconsin (SOWI), which was established in 1972 to provide year-round sports training and athletic competition for children and adults with intellectual disabilities. Travis Stuckart, who has been a Special Olympics athlete for two decades and will serve as an athlete-coach in softball for Team Wisconsin at the 2022 Special Olympics USA Games next month in Orlando, took part in presenting Carmen with her new Volvo truck at today's event. Featuring Special Olympics branded graphics, the truck, with Carmen behind the wheel, will be featured in SOWI's annual Truck Convoy, taking place on Saturday, September 17th, 2022, with Kriete

Truck Centers as the presenting sponsor: truckconvoy.org.

The VNL760 features a Volvo D13 425 hp engine with Turbo Compounding and a Volvo I-Shift automated manual transmission, working seamlessly together to maximize fuel economy, lower emissions and reduce driver fatigue. Safety features include collision mitigation with lane deviation alert and a Rolltek seat with side curtain air bag. And long haul drivers like Ms. Anderson, often on the road for several days at a time, appreciate the vehicle's numer-

ous comforts of home, like a reclining bunk with memory foam mattress and refrigerator.

"I'm honestly taken aback by all the attention, the chance to drive this beautiful truck, and the opportunity to further spread the word about all the great things Special Olympics does" said Ms. Anderson. "Volvo is known for high performing, safe trucks with the latest technology, and we're sure to get lots of envious looks from fellow drivers traveling America's highways."

Cummins Supports Preserving Trucking History - American Truck Historical Society Welcomes Cummins As Visionary Partner



The American Truck Historical Society (ATHS) introduces a new opportunity for stakehold-

ers to be active in the future and growth of the organization: Visionary Partners. ATHS wel-

comes Cummins Inc., as its first Visionary Partner. Cummins specializes in a broad range of products and solutions for the trucking industry, including advanced diesel, fuel agnostic, natural gas, electrified power, hydrogen fuel cell as well as related components and technology.

"Cummins is excited to be ATHS' first Visionary Partner. This organization allows us to connect with an audience who is so passionate about the trucking industry and our Cummins history in the market," said Amy Boerger, Cummins Vice President and General Manager of North America. "We look forward to honoring the past and using it as inspiration for the future of Cummins and with ATHS."

Inventor and founder Clessie Cummins is an inductee of the American Trucking and Industry Leader (ATIL) Hall of Fame. An entrepreneur who improved on existing diesel engines and created new diesel engine designs, Clessie was awarded 33 U.S. patents for his inventions and set five world records for endurance and speed for trucks, buses, and race cars. A plaque honoring Clessie is located in the ATIL Hall of Fame, located in the ATHS Home Office in Kansas City.

"The Cummins vision for innovation and empowering success coupled with the passion of ATHS members to move history forward is invaluable to the future of enhancing ATHS member offerings and expanding its physical property. ATHS looks forward to unfolding what we can accomplish together," said Executive Director Laurence Gratton.

For more information about the ATHS Visionary Partner program, contact Executive Director Laurence Gratton. To view the Cummins virtual exhibit by ATHS, visit <https://aths.org/cummins/>.

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ATHS National Convention And Truck Show – June 9-11 In Springfield, Illinois - More Than Just A Truck Show -



KANSAS CITY, MO... The American Truck Historical Society kicks off its National Convention & Truck Show, on June 9-11 in Springfield, Illinois.

ATHS reports that the 2022 registration numbers look good. "We are tracking ahead of 2021 numbers for both truck and attendee registrations. We are optimistic that truck registrations will be a great turnout with participation from across the United States. Hundreds of ATHS dedicated members will make the long road trip, despite any obstacle in their path. Some may have to adjust to demanding time, but most important is their presence," said Executive Director Laurence Gratton. "Our event is 'more than just a truck show' – it's a Convention, a celebration and gathering of members and truck lovers whether they be lifelong or brand-new friends. ATHS is

very proud of the educational aspect of the convention, presented by members for members, allowing all to share the experience."

The ATHS National Convention and Truck Show is open to the public at the Illinois State Fairgrounds located at 801 E. Sangamon Ave, Springfield, Illinois, from June 9–11, 2022.

The live truck show and vendor expo are open to the public during the following times:

- Thursday, June 9: 8 a.m. to 5 p.m.
- Friday, June 10: 8 a.m. to 5 p.m.
- Saturday, June 11: 8 a.m. to 4 p.m.

Gate admittance is \$15/adult and 12 under are free. Pre-sales can be purchased online (ATHS.org/convention).

The live Convention & Truck Show averages over 1,000 trucks of all shapes and sizes on display with around

10,000 spectators. The event offers historic trucks to view, a vendor expo, and learning sessions with admittance. For more information visit ATHS.org/convention/.

Individuals interested in bringing a truck to the live event in Springfield can sign up online at <https://register.athis.org/> or contact ATHS at 816-891-9900 or email convention@ATHS.org

For truck enthusiasts unable to attend the live event, there is a virtual option. Guests can enjoy all on-site activities from the comfort of their homes by attending the 2022 National Virtual Truck Show, June 17-18. Virtual truck and attendee registration is at ATHS.org/convention/virtual/

More information about ATHS, including hours of operation, can be found at ATHS.org.

Future National Convention & Truck Show Dates

Springfield, IL – June 9-11, 2022

Reno, NV – June 8-10, 2023

York, PA – June 6-8, 2024

Madison, WI – June 5-7, 2025*

TBD – June 4-6, 2026

Reno, NV – June 10-12, 2027*

York, PA – June 8-10, 2028

Madison, WI – June 7-9, 2029*

*pending

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MOVIN' OUT Calendar of Events

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June 2-5 - Wheel Jam Truck Show - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com or phone 605-354-2809

June 9-11 - 40th Annual Shell Rotella® SuperRigs® - Branson Landing, Branson, Missouri. Highlights include: Truck Parade at Branson Landing, Contestant dinner, Truck Lights Competition, Angler Jimmy Houston offering fishing tips and tricks, musical entertainment.

June 9-11 - ATHS National Convention & Truck Show - Illinois State Fairgrounds, Springfield, IL. For more info visit www.aths.org/convention

June 18-19 - 10th Annual Ohio Vintage Truck Reunion - Ashland County Fairgrounds, 2042 Claremont Ave., Ashland, OH 44805. Benefits The Ashland County Food Bank and The Shriners Hospitals for Children Transportation Fund. Trucking Memorabilia Display, Truck Model Contest, Jake Brake Competition, Truck Light Display, Swap Meet and much more. For more info, www.ohvintkreru.com

June 26 - American Truck Historical Society ATHS Nutmeg Chapter Truck Show - Brooklyn Fair Grounds, Route 169, Brooklyn, CT/ 8am-3pm. For more information, call Tom Bachand @ 774-230-3553

June 25-26 - Texas Trucking Show - NGR Center Houston, 1 Fannin St., Houston, TX. Visit www.texastruckingshow.com for more info.

July 2 - 2nd Annual Horns of Hope Convoy - Semi-Truck Ride for Individuals with a disability/illness across northern Chautauqua County (between Buffalo, New York and Erie, PA). For more info, visit www.hornsofhopeconvoy.com or call 716-467-5483.

July 14-16 - 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 15-16 - Gulf Coast Big Rig Truck Show - Mississippi Coast Convention Center, 2350 Beach Blvd, Biloxi, MS 39531. For more info call 985-630-9171 or visit www.gulfcoastbigtruckshow.org

July 16 - Penn Ohio ATCA Class 8 on-the-Lake Truck Show - Geneva State Park, Geneva, Ohio. Benefits the Ashtabula APL and the VFW Riders Post 6846 Geneva. For more info call Scott at 814-460-2506.

July 22-23 - Keystone Chapter ATCA Truck, Tractor, and Machinery Show - 139 Municipal Street, East Freedom, PA. Dash plaques while supplies last. No Judging. Food and drinks both days. For more info, visit www.keystonetrucks.org or call 814.224.2084

July 29-30 - 5th Annual Gear Jammer Magazine Truck Show - The Monadnock Speedway, 840 Keene Rd., Winchester, NH on July 30-31, 2021. All proceeds donated to The Doug Flutie Jr. Foundation for Children with Autism. Over 100 trophies, Vendor midway, Beer Pavilion, Live Concerts - Friday evening, Light Show - Friday evening, Big Raffle - Saturday, Kids activities & more! Questions: Call Bob @ 508-212-9998 or email to: mttconrad7@aol.com

July 29-31 - 15th Annual Top Gun Largecar Shootout Working Class Truck Show - Rantoul National Aviation Center, Rantoul, IL. Live Music, Food, Beer Garden, Vendors. For more info visit www.topgunlargecarshootout.com

August 5-7 - Carlisle Truck Nationals - Carlisle Fairgrounds, 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 20 - Trivista Motor Show - Trivista Youngstown, 5751 Cerni Place, Youngstown, OH. 44515. Diesel or gas... any number of wheels... if you are proud of it, bring it! Registration at 10 am, show starts at 12 pm. To pre-register contact Ray Cerni at 440-570-5859 or email: rcerni@cerni.com

September 23-25 - Truckers 4 Hope Truck Show - Clinton County Fair, 98 Racetrack Road, Mackeyville, PA. 17751. Benefits the Cystic Fibrosis Foundation. Non-judged Truck Show. Semi-Pulls, Tractor Pulls, 4x4 Pulls. Family friendly. Live Music, Beer Tent, Kids Activities, Vendors, Camping, Light Show and Much More! For more info contact Jason Smith @ 570-660-7281 or email: truckers4hope@gmail.com

September 24 - Victory Road Truck Show - Butler County Farm Show Grounds, 625 Evans City Rd., Butler, PA 16001. For more info call 724-524-1933

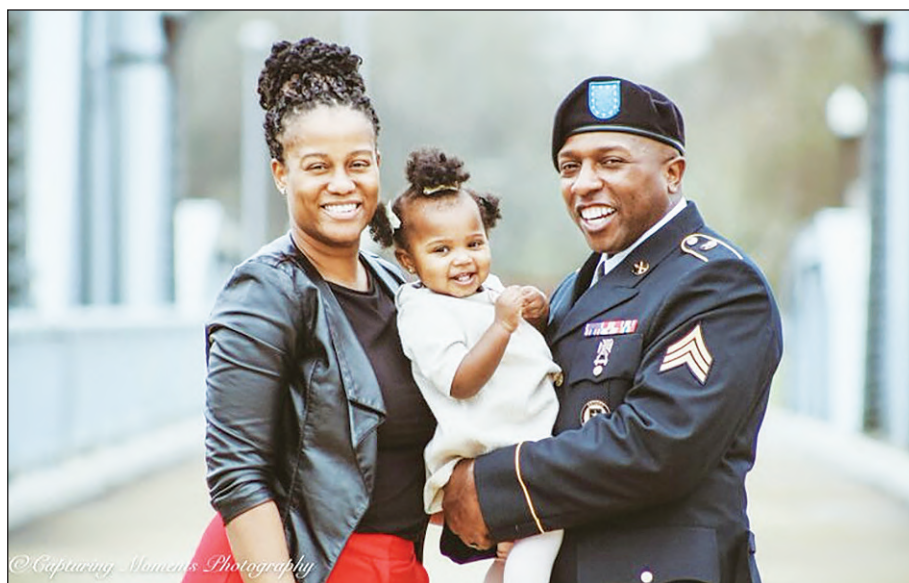
September 30-October 1 - Mayberry Truck Show - New Location: Bottomley Enterprises Terminal, 452 Oak Grove Church Rd., Mount Airy, NC 27030. Benefits children receiving care from the Brenner Children's Hospital. Convoy thru town, Fireworks, Live Music, Food Trucks, Raffles, Prizes, Calendar Spots, Much More! For more info visit www.mayberrytruckshow.com

October 14-15 - 13th Annual LCM Southern Classic Truck Show - Whites Travel Center Raphine, VA For more info visit www.largecarmag.com for phone 717-806-8907

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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Pilot Company Honors Those Who Serve During Military Appreciation Month with Donation and Deals



KNOXVILLE, TN.... In honor of Military Appreciation Month this past May, veteran founded Pilot Company is donating \$100,000 to Hire Heroes USA, an organization dedicated to providing job search assistance to current members of the military, veterans, and their spouses. Military members and their families will also be celebrated at the company's travel centers across North America with special offers and freebies available in the myRewards Plus™ app*.

Hire Heroes USA is one of the most influential employment assistance organizations in the country, helping transitioning service members secure thousands of jobs each year. With this \$100,000 donation, Hire Heroes USA will be able to take 100 military members through the transition process and into great careers.

Job seekers are encouraged to apply with Pilot Company. As the largest network of travel centers, the company is actively hiring more than 10,000 positions in retail and food service at its stores, to transport fuel and DEF as company drivers, and in corporate positions at its offices in Knoxville, Atlanta, Dallas and Houston. For more information and to apply, visit jobs.pilotflyingj.com.

Pilot Company is extending its thanks during Military Appreciation Month with exclusive offers in May and a year-round 10% discount on food and beverages for the military and their families. To redeem these special deals**, including free pizza and fountain drink, free Full Throttle energy drink, and 50% off hats, download the myRewards Plus™ app*, verify through ID.me and visit a participating U.S. Pilot or Flying J travel center. Canadian military veterans can also validate their military status through ID.me and utilize the year-round 10% military discount when checking out at a participating Flying J travel center in Canada**.

More information on Hire Heroes USA is available at <https://www.hireheroesusa.org/>. *Data rates may apply. Other terms and conditions may apply.

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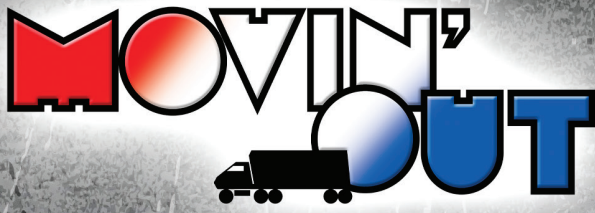
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Working Show Truck Of The Month

Wayne Hilt



By Robert Conrad

Wayne Hilt definitely has diesel running thru his veins, after running up and down the interstates for 52 years. He's trucked for 35 of those 52 years as a lease operator for Trimac Transportation hauling tankers. He says that he always wanted to own a Kenworth and he finally purchased one of his own in 2005, after recovering from a heart attack and successful bypass surgery.

Wayne's KW is a 2006 W-900

model that he purchased at CIT Trucks in Normal, IL. The truck was solid red when he purchased it, but Wayne added the black paint & the striping in 2017. He credits Gene, Greg, and Jamie at Stohler Body Shop in Gridley, IL for giving the truck a whole new look with the paint work. Matching fenders were added in 2019 and Wayne has also added a louvered grille, polished drop visor, and plenty of "chicken lights".

He has nicknamed the KW "Big Red" and power comes

from a 550 HP ISX Cummins that's paired up with a 13 speed and a set of 2:85 rears. Wayne said CIT did an overhaul on the motor for him at 1.4 million miles and this working beauty now has 2,055,000 miles on it.

He says that he sees a lot of sights while trucking and he enjoys visiting them while taking vacations in his 5th wheel camper with his wife, Pat. Wayne & Pat also enjoy spending time with their 7 children, 13 grandchildren, and 7 great grandchildren when he's not

out trucking!

Wayne & "Big Red" won a trophy at this year's PKY Truck Beauty Championship, held during the Mid-America Truck Show in Louisville, KY. The judges certainly got it right, as Wayne Hilt & "Big Red" are definitely a winning combination in trucking! Movin' Out applauds Wayne for his years of service in the trucking industry and he & "Big Red" are our choice for the June Working Show Truck of the Month.



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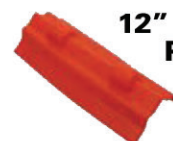
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