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"THE JOURNAL OF THE TRUCKING INDUSTRY"

2020 Trucks For Smiles



Professional Truck Drivers once again proved that they are some of the most kind, helpful and generous people on Earth! In spite of the COVID-19 Pandemic, a large number of trucks attended the Trucks For Smiles Truck Show at the Somerset Fairgrounds on October 3, 2020, including this beauty owned by Coyle Trucking, Inc. \$32,399.10 was raised for Make-A-Wish Great PA and WV. Turn to page 10 for more photos from the show. - photo by Pam Pollock -

Smith Transport Announces Driver Pay Raise



Smith Transport President Todd Smith

By Steve Pollock
ROARING SPRING, PA...
2020 was a challenging year for all Americans, but for some companies, including Smith Transport of Roaring Spring, Pennsylvania, not only did well but continued to grow. President Todd Smith said, "At Smith Transport we are constantly looking to the future and focusing on three things: safety, service and people. Last year Smith Transport invest-

ed one million dollars into improving safety and service and 50 million dollars in new equipment. This year the company is investing in our people with a pay raise. We continued on page 2

American Bulk Commodities, Inc. Acquires DSI Bulk Transport, Inc.



American Bulk Commodities, Inc is announcing the asset acquisition of DSI Bulk Transport, Inc from Mantua, Ohio. DSI is a leading bulk tank transporter of plastic resins operating over 50 company owned units. DSI was acquired from Dick Bonner who will be retiring from this transportation business after working through a 6 month transition. Kevin Carrocce will be the Operations Manager at DSI Bulk Transport, Inc. American Bulk Commodities, Inc is also the parent of continued on page 11

Smith Transport Announces Driver Pay Raise



Smith Transport President Todd Smith with some of the trucks in the Smith fleet.

continued from page 1

look at it not as an expense but as an investment in their future and our own. We have quietly instituted several pay raises in the last several years, which has enabled us to grow to employ over 1,000 drivers today. By offering a superior pay and benefit package, as well as new equipment, we attract some of the best drivers in the trucking industry and at the same time, embrace cutting edge technologies in the industry as well."

Smith continued, "I am extremely proud of all of our employees staying focused and committed during the

pandemic, executing and getting things done. Everyone has done a phenomenal job – from our drivers and dispatchers to our office personnel. We were awarded "Carrier of the Year" by a major company, hauling over 12,000 loads for them in 2020. This is only possible by the hard work and dedication of the many Smith Transport drivers and the people who support them every day."

Smith Transport's new pay package pays drivers 50¢ plus per mile, on up to 70¢ per mile depending on which division they work for, as well as an attractive benefit package.

Smith Transport operates local fleets, shuttle fleets, dedicated and regional fleets in addition to an OTR fleet that offers weekly or bi-weekly home time. Smith even operates a high paying oil and gas field division.

The Smith fleet of company trucks are Peterbilts with an average age of 1.5 years. There are plenty of available jobs for qualified drivers in most areas east of the Mississippi River. Smith Transport is an employee owned company. To learn more, visit www.smithdrivers.com or call 88-219-8042.

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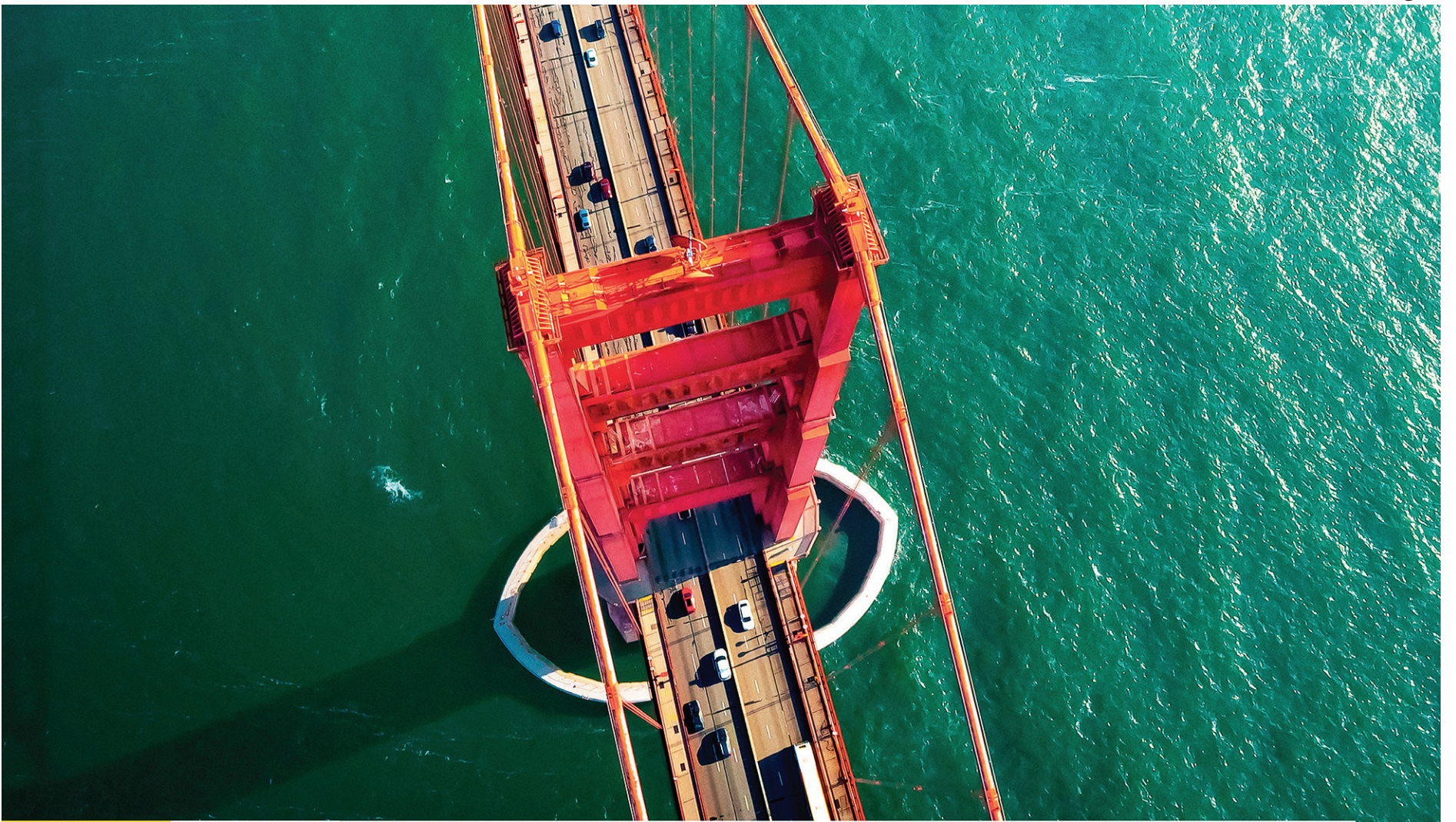


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Off The Beaten Path



by Pam Pollock

Love The One You're With

So many times, in life I don't know whether to laugh or to cry, so I will do both. Thank goodness for laughter during the past 11 months, it's carried me through some very trying times.

It's the day before Valentine's Day and I can't wait to see all of the mushy, lovey-dovey posts on social media tomorrow. A lot of people talk about their "soulmate" and their "best friend". There will be lots of glossy, posed photos of people gazing intently into each other's eyes, or kissing or feeding each other grapes or chocolates or something.

And then there's us... my spouse of over 38 years and me. I can't really say that he's my best friend. I love my spouse dearly but GASP! We bicker and squabble almost on a daily basis. We're both opinionated and stubborn and have Irish and Scottish tempers. And he's also my work boss - seriously, what was I thinking 38.5 years ago? I'll tell you what I was thinking - I was in LOVE! I still am in love with the big lug - even if at times I don't like him. That's ok, you know - to love your partner but not like them at times. I am sure that he does not like me much of the time, either but he's too much of a gentleman to tell me that. I am uncouth and mean, so I will just spout off whatever I am thinking. That photo of us above this column? It's a selfie of us from two weeks ago. We're standing in 2-3 feet of snow, in 18° weather. That's love.

Last August, I sat outside the ER for over 5 hours while my husband was supposed to be treated for high blood sugar levels of 321 (he got the diabetes diagnosis that morning at FASTERCare and we were told to get him to the ER immediately for treatment - spoiler alert, they did not treat him but let him sit in the waiting area for 5 hours and then sent him home and told him to contact our family doctor - and then sent us a bill for over \$5,000). I was scared witless whilst sitting in our car in the summer heat. I was upset that due to Covid-19 protocols, I could not be with my husband in the ER, he was all alone. I was panicked and fearful that he was going to die, and I knew that even with all of our ups and downs, I wanted to live the rest of my life with this crazy, thoughtful, loving,

was to drive me 4.5-5 hours one way to see the migration of Snow Geese. He's not a birder, but he did this for me and then stood in 2-3 feet of snow for over an hour at dusk so we could watch the geese fly down to the frozen lake for the night. And he didn't think I was crazy when I got up at 5:30 am the next morning to make the 30 minute drive back to see the thousands of geese rise in unison and ascend to the sky. That's love, folks and it's better than any diamond necklace (I personally don't like jewelry). Every time that we stopped for gas on the trip, he would bring me a little treat back. That's love.

So, I'll rub his back in the middle of night without complaining too much. I will call in his meds and harp on him to test his sugar. I will send him silly texts and turn his socks and underwear inside out. I'll snuggle with him on a cold winter's night. That's life, that's love and it's what I need and want. And each and every day, no matter how difficult, we'll try to find something to laugh about.

kind man. He protects me and shelters me the best that he can through life's storms. He does everything for his family. He makes me laugh, he makes me cry, he makes me feel loved. He cleans the snow off of my car in the morning. He cooks dinner 95% of the time and does the dishes and scrubs the toilet. That's love.

His most recent act of love



Witnessing thousands of Snow Geese in flight, along with over 250 Tundra Swans and hundreds of Canada Geese at the Middle Creek Wildlife Management Area was the perfect Valentine's Day present for this crazy bird lady!

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Latest Trucking Industry News

Truckers Can Survive COVID-19 As Long As You Don't Run Them Out Of Business

WASHINGTON, DC... The Owner-Operator Independent Drivers Association brought a straight forward message to a Congressional hearing on behalf of the nation's truck drivers with regard to surviving COVID-19: Truckers are continuing to struggle under COVID, but their biggest concern is being run out of business by lawmakers in Washington.

OOIDA Executive Vice President Lewie Pugh spoke as the only witness who has worked as a truck driver at the Protecting Transportation Workers and Passengers from COVID: Gaps in Safety, Lessons Learned and Net Steps hearing on Feb. 4 before the U.S. House Transportation and Infrastructure Committee. Pugh was a trucker and small-business operator for nearly 23 years with roughly 2.5 million miles of safe driving before joining OOIDA's staff in 2017.

"When many Americans began working from home, truckers continued to criss-cross the country, picking up and delivering the things that we all need," says Pugh. "The media and government were quick to send generous praise for truckers. Now it's time for Congress to turn that appreciation into tangible support for owner-operators and professional drivers."

OOIDA's full testimony includes suggestions on what Congress should do if they truly wish to demonstrate support for small-business truckers and professional drivers.

Among other things, Pugh urged the Committee to reject imposing unnecessary burdens and costs on truckers as they recover from the economic downturn caused by COVID-19, including raising insurance minimums. OOIDA also recommends setting aside federal funding to expand truck parking capacity and repealing the overtime exemption for employee drivers in the Fair Labor Standards Act (FLSA).

In oral testimony, Pugh described the challenges faced by truck drivers during the early days of the pandemic.

"When COVID first hit, shippers and receivers started restricting access to basic amenities. Suddenly, finding a place to use the bathroom was more difficult, even impossible at times," says Pugh.

"Drivers weren't able to find masks, hand sanitizer or even bottled water. Ironically, they were delivering everything Americans needed to survive, though they couldn't actually buy much of it themselves. It was a cruel reality. And it wasn't until FEMA began distributing items at truck stops that many truckers finally had

what they needed."

Going forward, OOIDA also requests that truckers have better access to vaccines, testing, economic relief, and food and restrooms.

"Finding a decent meal is still tough," says Pugh. "Many truckers are concerned about the future of their business, an uncertain freight market and new regulations. Some even fear that their business will survive COVID only to be destroyed by Congress."

The Owner-Operator Independent Drivers Association is the largest national trade association representing the interests of small-business trucking professionals and professional truck drivers. The Association currently has more than 150,000 members nationwide. OOIDA was established in 1973 and is headquartered in the Greater Kansas City, Mo., area.

ATA Pleased by Ninth Circuit Ruling Upholding Meal and Rest Break Preemption

Arlington, VA... The American Trucking Associations hailed a decision by the United States Court of Appeals for the Ninth Circuit upholding the federal preemption of the state of California's meal and rest break rules as they apply to truck drivers subject to federal hours-of-service regulations.

"The Court's ruling is a victory for common sense over bureaucracy and the plaintiffs bar," said ATA President and CEO Chris Spear. "When the Department of Transportation preempted California's rules, it was a victory for highway safety, ensuring that there is one uniform standard for trucking regulations. By upholding DOT's authority to be the sole regulator of interstate trucking, the Ninth Circuit is preventing states and trial lawyers from creating a costly and inefficient patchwork of competing rules."

In 2018, after bipartisan efforts to enact a legislative fix failed, ATA petitioned the Department of Transportation to preempt California's meal

and rest break rule, preventing them from being enforced against interstate truck drivers, noting the rules would force those drivers to comply with two competing sets of hours-of-service rules.

Today's unanimous ruling by the Ninth Circuit found that not only does the federal government have the authority to review and preempt state safety rules, but the three-judge panel agreed with the DOT's conclusion that "federal regulations adequately and more appropriately balanced the competing interests between safety and economic burden," than allowing states to impose a patchwork of competing regulations.

"We hope this ruling sends a strong message to other states that they are not allowed to impose additional regulatory burdens on interstate commerce," Spear said. "We thank DOT and the Court for upholding the principle that federal regulatory primacy is critical for maintaining safe and efficient transportation."

Federal Mask Requirement for Surface Transportation Providers

The Centers for Disease Control and Prevention (CDC) has issued an Order imposing a mask requirement applicable to public transportation systems, rail, and van, bus and motorcoach service providers to mitigate the risk of COVID-19. The CDC Order implements President Biden's Executive Order 13998, Promoting COVID-19 Safety in Domestic and International Travel, "to save lives and allow all Americans, including the millions of people employed in the transportation industry, to travel and work safely."

Science-based measures are critical to preventing the spread of COVID-19. Mask-wearing is one of several proven life-saving measures including physical distancing, appropriate ventilation and timely testing that can reduce the transmission of COVID-19. Requiring masks will protect America's transportation workers and passengers, help control the transmission of COVID-19, and aid in re-opening America's economy.

In addition to the CDC order,

the Transportation Security Administration (TSA) anticipates issuing additional information and guidance on this topic.

The Department has posted a Frequently Asked Questions at this website. <https://www.transportation.gov/safety/mask-travel-guidance>

The Department will continue to add to this site with additional information in the coming days.

Kenworth Achieved Market Share Records in Class 8 and Medium Duty Truck Retail Sales in 2020

KIRKLAND, WA... Kenworth achieved retail sales market share records for the U.S. and Canada of 15.8 percent in Class 8 trucks and 11.7 percent in medium duty vehicles in 2020.

"Our industry-leading, premium quality Kenworth T680 on-highway flagship, T880 vocational leader and iconic long-hood W990 models drove sales and record Class 8 market share in 2020. Kenworth had excellent performance in both the on-highway and vocational segments," said Laura Bloch, Kenworth assistant general manager for sales and marketing.

Kenworth's T270 and T370 conventionals and K270 and K370 cabovers propelled Kenworth to its medium duty market share record. "These versatile and reliable models serve a wide range of applications, and our customers count on them to provide high productivity and reliability over years of service," Bloch said.

"Our Class 8 and medium duty market share records were driven by the outstanding customer support provided by the Kenworth dealer network, the best in the industry. Kenworth dealers operate 431 dealerships in the U.S. and Canada, and 138 of our locations have met our stringent and demanding standards required to achieve the prestigious Kenworth PremierCare® Gold Certified status," Bloch said.

Bloch noted that Kenworth continues to invest in its Class 8 and medium duty products. "We are always striving to enhance our trucks and maximize customer uptime. Kenworth also is pushing forward in advanced technologies as we pursue the development of exceptional and productive electric, hydrogen fuel cell electric and hybrid vehicles, and driver assistance systems and connected truck services," Bloch said.

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High Performance Diesels with Bruce Mallinson

For many owner operators the love of performance runs deep in their soul and many times extends into their siblings. Mark Dinslage is one such person, he is 58 years old, owns a 2016 579 Pete powered by an ISX Cummins tuned by the engineering department at Pittsburgh Power. He runs the Max Mileage Fuel Borne Catalyst to keep the engine and emissions system clean of carbon and soot. Mark has

2 granddaughters, Kaiya (14), and Kendyll (11), and they love to go to the dragstrip with their grandfather. In fact, they hold up a white sheet which they wrote on "My Grandpa is faster than yours." You see Mark has a 2016 Corvette, Sunrise Orange Metallic, supercharged with an A&A Vortec producing 8.7 pounds of boost resulting in 700 horsepower. Currently he races the 1/4 mile track at 7 seconds and 103 mph. This summer

he is going to the 1/4 mile track with the granddaughters and expects to turn 10.9 seconds at 135 mph. This Corvette has an 8 speed automatic transmission and during a recent speed run Mark ran the car up to 177 mph and said it was very stable. He was in 6th gear and had 2 more gears to go and this summer he will pilot the Corvette over 200 mph. Kendyll, the younger of the two grandchildren did not want to ride in the Vette with



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Written by: Bruce Mallinson and Andrew Wilson; Pittsburgh Power Inc.; 3600 S. Noah Dr. Saxonburg, Pa. 16056. Phone 724-360-4080. Website: PittsburghPower.com

grandpa, she said it was not a normal car. He asked her why she felt that way and she said, "I see how you drive it at the race-track!" By the way, Mark runs the Max Mileage Fuel Borne Catalyst in the Corvette also. The catalyst is very powerful in gasoline and if you are racing where the fuel is standardized, you just may get caught, so check your gasoline.

Turbo Boost and fuel mileage; I have written about this many times since 1989 when I started writing articles for the diesel engine industry. Whether you call me on the phone or call into the Kevin Rutherford Pittsburgh Power Hour on Tuesdays, (channel 146 Sirius/XM Radio) I am going to ask you how many pounds of turbo boost does your engine produce on the level, wind not blowing,

to pull the load at your given speed. The boost gauge is a good indicator of engine load and engine load directly affects fuel efficiency. For example, if you're pulling a heavy load up a hill, the engine is at high load and using more fuel regardless of RPM. Additionally, boost has gone up concurrently with engine load. Having a boost gauge allows you to see when you are unnecessarily putting load on the engine. By keeping a light foot, you will see boost drop and mileage increase while maintaining similar speed. The lower you can keep the boost, the better mileage you will see. At just \$92.97 a boost gauge is a very cost effective way to train your driving habits to obtain better mileage.

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Pacifico Reflections - Moving On

by: Mike McGough

The year was 1954. Polio was a threat, a disabler, and a crippler. In some cases, it was a killer. The mere mention of the word struck fear into the hearts of parents. Annual outbreaks became common after World War II, and each year they seemed to be growing in size and intensity.

Summer, the time when the disease was most prevalent, often saw travel restrictions between cities particularly hard hit. There were quarantines in and around towns where diagnosed cases were confirmed. The spread of the potentially deadly virus was commonly attributed to everything from movie theaters and swimming pools to house flies and the fuzz on peaches. Many parents believed that keeping children inside would provide some layer of protection against the virus. And any protection against the virus was perceived as a way to avoid the iron lung, a mechanical apparatus used to provide a form of artificial respiration, when the virus affected a victim's breathing.

Although efforts to find a vaccine to fight polio were well underway in 1954, those efforts were largely shrouded in secrecy. Although science was making remarkable headway in the race for a vaccine, there were still many unanswered questions. The medical community itself was somewhat divided in its thinking regarding treatment protocols and long-term implications associated with any vaccine. Politicians and the religious community also weighed in, offering opinions and pronouncements that were often vastly different. As a result, a fearful and anxious public was pretty much left to determine for itself how it would think about and react to the seasonal threat that was polio in the mid-1950s.

Progress, regardless of the field of endeavor in which it comes, often occurs in fits and starts. It's seldom smooth, and it rarely comes without some controversy. The treatment and prevention of polio were no exceptions. The relative intensity of fear

and the resulting diversity of thought and reaction to polio in 1954 was very real and often polarizing. In the fall of that year, this was particularly true in one small western Pennsylvania community. When a first grader was positively diagnosed with poliomyelitis the community was alarmed. The children in the elementary school were taken by bus to the nearby city hospital and given shots of a protein blood fraction known as gamma globulin. At the time gamma globulin was still in experimental trials being tested as a possible means of preventing polio. This event, frightening as it was, put this small community on a collision course with itself. In time there was a crash, and as should have been expected there were victims. Among them was the town mayor.

The mayor had weighed in. Not surprisingly his opinion differed from about half of his constituents, leaving him with a number of detractors. The resulting schism he faced ran deep. In time it was obvious that it was going to endure.

Thanks to Jonas Salk and a vaccine that was publicly available in 1955, the scourge that had been polio would be gone. Unfortunately, the stench of hatred, the ugliness of resentment, and a horrible lack of respect lingered for the mayor. Despite his best efforts to heal relationships and debunk bizarre lies, outlandish rumors with no basis in fact persisted. Virtually anything he said or did, was called into

question by his detractors, and ridiculed as thoroughly and often irrationally as possible. He was also openly ignored by many who had once confided in him as their mayor and trusted him as their friend.

During a routine examination, the town doctor, a friend and supporter of the mayor, listened to the mayor lament his town's polarization and resulting mistrust in him brought on by the polio scare in their community. After listening the doctor asked, "Do you think it might be time for you to move on?"

With no hesitation, the mayor replied, "I do, but I don't want to feel like I'm quitting. I don't want to give in or give up. I've really tried to work through this, but for some folks nothing I'll ever do is going to be right."

"Mr. Mayor the way you've been treated is nothing less than disgusting, and you deserve the opportunity to put it behind you. Moving on doesn't mean that you're a quitter, that you're running away, or that you're in over your head. Instead, it means you're moving on with your life."

The mayor smiled and nodded.

"Mayor, deciding to move on with your life is a lot like a trip to the outhouse. Both provide a little rest, some relief, and some peace and quiet. They each also offer an opportunity to move ahead with your life, let others move on, and well you know, leave a little c__p behind."

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International Roadcheck Set for May 4-6 with Emphasis on Lighting and Hours of Service

Greenbelt, MD... The Commercial Vehicle Safety Alliance (CVSA) has set May 4-6 as the dates for this year's International Roadcheck. Over that 72-hour period, commercial motor vehicle inspectors in jurisdictions throughout Canada, Mexico and the U.S. will conduct inspections on commercial motor vehicles and drivers.

"CVSA shares the dates of International Roadcheck in advance to remind motor carriers and drivers of the importance of proactive vehicle maintenance and driver readiness," said CVSA President Sgt. John Samis with the Delaware State Police. "International Roadcheck also aims to raise awareness of the North American Standard Inspection Program and the essential highway safety rules and regulations in place to keep our roadways safe."

Inspectors will ensure the vehicle's brake systems, cargo securement, coupling devices, driveline/driveshaft components, driver's seat, exhaust systems, frames, fuel systems, lighting devices, steering mechanisms, suspensions, tires, van and open-top trailer bodies, wheels, hubs and windshield wipers are compliant with regulations. Inspections of

motorcoaches, passenger vans and other passenger-carrying vehicles also include emergency exits, electrical cables and battery compartments, and seating.

Inspectors will be looking for critical vehicle inspection item violations, outlined in the North American Standard Out-of-Service Criteria. If such violations are found, the vehicle will be placed out of service, which means that vehicle cannot be operated until the identified out-of-service conditions have been corrected.

Vehicles that successfully pass inspection, without any critical vehicle inspection item violations found after a completed Level I or Level V Inspection, should receive a CVSA decal. In general, vehicles with a CVSA decal are not re-inspected during the three-month period during which the decal is valid. Instead, inspectors focus their efforts on vehicles without a valid CVSA decal.

Also, during an inspection, inspectors will check the driver's operating credentials, hours-of-service documentation, seat belt usage, and for alcohol and/or drug impairment. A driver will be placed out of service if an inspector discovers driver-related out-

of-service conditions.

Each year, CVSA asks its member jurisdictions to capture and report data focusing on a certain category of violations during International Roadcheck. This helps bring awareness to certain aspects of a roadside inspection. This year, inspectors will capture data on two categories, corresponding to the two main inspection categories of the North American Standard Level I Inspection – driver operating requirements and vehicle mechanical fitness. For the driver category, hours of service will be highlighted this year, and for the vehicle category, inspectors will be paying special attention to lighting.

According to the Federal Motor Carrier Safety Administration, the lighting violation "lamps inoperable" (Title 49 Code of Federal Regulations 393.9) was the number one vehicle violation in fiscal 2020, accounting for approximately 12.24% of all vehicle violations discovered that year. And during last year's International Roadcheck, the top driver out-of-service violation category in North America was hours of service, accounting for 34.7% of all driver out-of-service conditions.

"It's important to remember that International Roadcheck

is a data collection effort," said Sgt. Samis. "The inspections conducted during the three days of International Roadcheck are no different from the inspections conducted any other day of the year. Other than data collection, the inspection process is the same."

As was the case last year, in consideration of COVID-19, law enforcement personnel will conduct inspections following their departments' health and safety protocols during 2021 International Roadcheck.

In addition, as the COVID-19 vaccine rollout continues, every effort will be made to get vaccine shipments to their destination, quickly and safely. COVID-19 vaccine shipments will not be held up for inspection, unless there is an obvious serious violation that is an imminent hazard.

International Roadcheck is a CVSA program with participation by the Federal Motor Carrier Safety Administration, the Canadian Council of Motor Transport Administrators, Transport Canada, and Mexico's Ministry of Communications and Transportation and its National Guard.

Arkansas Foodbank Helped by Carrier Transicold's Gift of a Trailer Refrigeration Unit



Carl Baker, transportation manager for the Arkansas Foodbank, stands by the X4™ Series trailer refrigeration unit that Carrier Transicold gifted through its program to help food banks in the Feeding America network.

Little Rock, AR... Carrier Transicold's donation of a trailer refrigeration unit is helping Arkansas Foodbank respond to the current unprecedented demand for assistance addressing those struggling with food insecurity throughout the state.

As part of Carrier's continuing support of food banks in the Feeding America network, an X4™ 7500 refrigeration unit was installed on a 53-foot-long

trailer for Arkansas Foodbank by Carrier Transicold dealer MHC Carrier Transicold - Little Rock. "This gift allowed us to put our second trailer back into service, effectively doubling our refrigerated distribution capacity to serve the more than 400 partner agencies in our 33 county service area," said Eric Shelby, chief operations officer, Arkansas Foodbank.

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Progressive® Introduces Usage-Based Insurance and Fleet Management Program for Business Owners

MAYFIELD VILLAGE, OH... Progressive, the #1 commercial auto insurer and a leader in usage-based insurance (UBI), now offers Snapshot ProView®, a voluntary UBI and fleet management program for small business owners. Customers who sign up for the program save a minimum of 5% on their Progressive Commercial Auto policy for their initial term. Many customers will save 8%, and some can even save up to 18%, for their initial term based on vehicle type and nature of business use.

Businesses receive the initial discount just for signing up and installing the Progressive-provided device in all eligible vehicles. Your premium can change at renewal and will depend on where, when, and how drivers in the fleet drive, according to their driving data. It is possible that the driving data will cause an increase to the premium at any renewal.

Snapshot ProView joins Smart Haul®, Progressive's industry leading UBI program for commercial truck drivers, which uses Electronic Logging Device (ELD) data to provide safe driving discounts. Snapshot ProView is for all other Commercial Auto customers not required by federal law to have an ELD.

This innovative program can help business owners manage their vehicles more efficiently. Fleets of three or more vehicles will have access to the Fleet Dashboard with near real-time vehicle location details, geofencing notifications,

and trip-tracking. All business owners will receive monthly emails with personalized safety insights.

"Snapshot ProView empowers business owners to potentially reduce their insurance costs by encouraging their employees to drive safely," said John Barbagallo, Progressive's Commercial Lines President. "We're constantly innovating to offer more products and services to our customers, and by utilizing our extensive UBI experience gained through our long-running Snapshot® and our Smart Haul® programs, we now can extend an UBI offering to all small business owners."

In 2019, Progressive piloted SmartTrip, a commercial vehicle UBI program. The data obtained from that test, combined with insights gained from more than twenty-five billion miles of Snapshot driving data and over 400 million miles of Smart Haul data, informed Progressive's creation of Snapshot ProView.

To learn more about Snapshot ProView, call 1-877-656-7707, visit Progressivecommercial.com or speak with an agent.

The Progressive Group of Insurance Companies makes it easy to understand, buy and use auto insurance. Progressive offers choices so consumers can reach us whenever, wherever and however it's most convenient - online at progressive.com, by phone at 1-800-PROGRESSIVE, on a mobile device or in-person with a local agent.

FMCSA Announces New Commercial Driver Panel Members to Provide Feedback on Critical CMV Issues and Initiatives

WASHINGTON, DC... The U.S. Department of Transportation's Federal Motor Carrier Safety Administrator (FMCSA) announced it has named 25 drivers from all sectors of the industry to serve as a new panel to the Agency's Motor Carrier Safety Advisory Committee (MCSAC) comprised of commercial motor vehicle (CMV) drivers.

"FMCSA believes in listening to our drivers and hearing their concerns directly. We know that many of the solutions to the challenges we face don't come from Washington—they come from the hard-working men and women who are behind the wheel all over our nation. This new subcommittee to MCSAC will further help us hear from America's commercial drivers," said FMCSA Deputy Administrator Wiley Deck.

This new panel will provide direct feedback to FMCSA on important issues facing the driving community—such as safety, hours-of-service regulations, training, parking, and driver experience. This new panel is comprised of 25 drivers from all sectors of the CMV industry—tractor trailer drivers, straight truck drivers, motor coach drivers, hazardous materials drivers, agriculture haulers, and more.

FMCSA has focused on hearing directly from commercial drivers and incorporating their

opinions and concerns into the Agency's safety initiatives. The Agency continues to hold listening sessions and discussions with the motor carrier industry to gather feedback and shape FMCSA's priorities.

The panelists include: Mr. Todd Spencer, Chairman, Owner-Operator Independent Drivers Association (OOIDA); Mr. William Bennett III, UPS Freight; Mr. Teddy Cranford, Waste Management of Maryland, Inc; Ms. Debra Desiderato, Walkabout Transport; Mr. Douglas Feathers, URS Midwest Inc.; Mr. Steve Fields,

YRC Freight; Ms. JoAnne Forbes, MBT Worldwide, Inc.; Mr. Gerald Fritts, Jr., American Overland Freight; Mr. John Grosvenor, McKiernan Trucking; Mr. Attila Gyorfi, RSP Express Inc.; Mr. W. Scott Harrison, K Limited Carriers; Ms. Rhonda Hartman, Old Dominion Freight Lines; Mr. Darwin Hershberger, Hershberger Livestock, LLC; Mr. Daniel Kobussen, Kobussen Buses, Ltd.; Ms. Deb Labree, Castle Transport, LLC; Mr. Alphonso Lewis, YRC Freight; Mr. Don Logan, FedEx Freight; Ms. Kellylynn McLaughlin,

Schneider National, Inc.; Ms. Tina Peterson, Ravenwood Transport; Mr. Stephen Pryor, Greyhound Lines, Inc.; Mr. H. Kevin (Brandy) Russell, Transport America; Mr. Douglas Smith, Ralph Smith Co.; Mr. Kevin Steichen, Steichen Trucking; Ms. Angelique Temple, Atlantic Bulk Carrier; Ms. Desirée Wood, Real Women in Trucking

To learn more about the MCSAC committee, visit: <https://www.fmcsa.dot.gov/advisory-committees/mcsac/welcome-fmcsa-mcsac>

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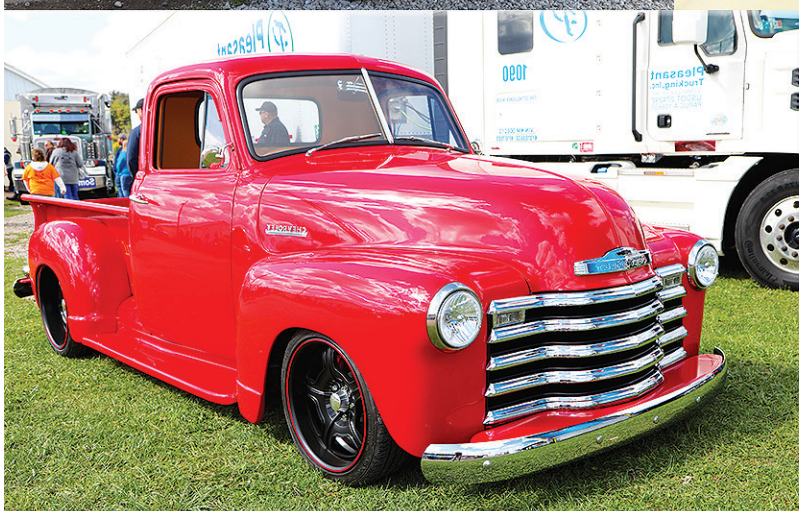
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American Bulk Commodities, Inc. Acquires DSI Bulk Transport, Inc.



continued from page 1

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A Likely Story - Teenagers And Trucking

by Roger Clark

A lifetime member of OOIDA, I'm eligible for parole after serving a third of my sentence. That means twenty more years of listening to the controversy regarding teenage truck drivers. Personally, I don't see a problem with it. After all, we already have teenage gang bangers, carjackers, and mass murderers. What's a few more trucking stories starting with the phrase, "Alcohol may have been involved."?

Barely thirty years old myself, back in the day, I taught three teenagers how to turn, stop, pass, and park. What they learned was who to cuss, how to rage, and when to flip off other drivers. Each one

avoided an accident for several weeks. Anna backed a Honda into her mother's Cadillac, hard enough to total mom's car. Olaf toppled a light pole, knocking out power in the neighborhood, and Elsa made the garage entry wider. Believe me, I was quickly running out of Participation Awards.

I took the boy trucking with me, when I could, and it made for some interesting trips. It was a window into the teenage mind, and lessons in how to lose mine. I wouldn't have traded those hours for anything in the world. Well, except a pack of smokes. Or quiet breakfast. Or a dollar in loose change.

Parked between bull racks one night, I insisted Olaf

hang his socks on the mirror brackets. When he did, both bull haulers pulled away. On another day, as we washed our truck, he polished the vinyl seats and steam-cleaned the fifth wheel.

All three teens exhibited levels of maturity, including unplanned pregnancies, recreational drug abuse, attacks of personal destruction, and the rare Molotov cocktail. You know, just the garden variety adolescent behavior. What could possibly happen between that, and learning to drive a fully loaded 18-wheeler down Cabbage Pass, or bringing a load of California grapes into Hunt's Point, New York?

Oh sure, they'd have to put

the phone down, long enough to weave through the east coast toll roads, but they're usually awake during those hours anyway. I know I was! But then too, they have automatic transmissions these days, backed up by autonomous braking. What I had was the original plunger/splitter 13-speed, with a right foot shaking so bad we inadvertently invented ABS.

Today there's a YouTube video teaching everything from shifting and turning, to booking and backing. Now you too, on YouTube, can learn about chaining, blocking, strapping, and tarping, all without breaking a sweat or busting your uh, back. There may even be an app available now, that includes the smell of smoking brakes, freezing rain, blown injectors, and dispatchers just recently divorced. Now anyone can talk like a real, authentic trucker, just from watching selfie videos

that all begin with, "What's up, guys...?"

Olaf never did get that merit badge, but he was something of a hustler. It came to light with a load of paper towels.

"Here's the deal", I said. "Since I'm paying for your meals and shower, young man, you're going to unload the trailer, saving me \$150 lumper fee."

As you guys know, if you drove for Schneider, Swift, or Dart, 600 cases should be palletized on the floor in about 90 minutes. Yet three hours in, I awakened from a nap realizing something wasn't right. Stepping onto the loading dock, the reason for delay was readily apparent. My kid was unloading two other trucks as he also took care of ours. I didn't know if I should give him an award, or a beating. What I did do was make him buy dinner that night!

Delaware River Joint Toll Bridge Commission Proposes Toll Hikes

The Delaware River Joint Toll Bridge Commission announced that it plans to increase tolls later this year. The full schedules of proposed toll changes may be viewed on the Commission website at www.drjtbc.org/newtolls. The first schedule is proposed for implementation on or after April 3, 2021. The second is proposed for implementation on or after January 6, 2024. The Commission also has published a webpage — www.drjtbc.org/tollcomments — to provide more information on the adjustments, the comment/hearings process on the proposals, and a series of capital projects that the prospective toll revenues would help fund.

The proposal would establish uniform per-axle rates for Class 2-to-7 vehicles (two or more axles and 8-feet and above in height) at \$4.50 for E-ZPass and \$5 for cash. Class 2 vehicles currently are charged \$3.25 per-axle for E-ZPass and cash; Class 3 vehicles and larger currently are charged \$4 per-axle for E-ZPass and cash. This would affect the following locations: Trenton-Morrisville (Route 1), New Hope-Lambertville (Route 202), I-78, Easton-Phillipsburg (Route 22), Portland-Columbia (Routes 611, 46, and 94), Delaware Water Gap (I-80), and Milford-Montague (Route 206).

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Peterbilt Unveils a New Era of Class with New Model 579



aerodynamic and fuel-efficient Peterbilt thanks to the new exterior design featuring a new sloped hood and optimized aero components, as well as the new 2021 PACCAR MX-13 and MX-11 engines and PACCAR transmission. Improved comfort will have drivers feeling right at home on the road with a 10% quieter cab and sleeper, additional storage, a new smart steering wheel and an improved Bluetooth microphone. Highlighting the New 579s innovative technologies is a class-leading 15" Digital Dash Display, delivering all the information drivers need in a clean, intuitive interface. In addition, the new 579 features Advanced Driver Assistance Systems providing drivers the latest safety technologies in the form of collision mitigation, lane departure warning and the new lane keeping assist (LKA), among others.

and needs, incorporating their input into the design of the new 579. Validation units have already accumulated 1.5 million real world miles, and combined with the durability testing done at the PACCAR Technical Center, the new 579 is the most reliable truck ever designed by Peterbilt.



Denton, TX... Peterbilt Motors Company announced a new era of class today with the launch of the bold and aerodynamic on-highway flagship, the new Model 579. Thoroughly redesigned, this major evolution of the Model 579 delivers outstanding improvements in Aerodynamics, Efficiency, Comfort, Technology and Uptime.

Peterbilt designers and engineers have delivered the most technologically advanced truck Peterbilt has ever built. The new 579 is also the most

“The launch of the new Model 579 is a huge moment for Peterbilt and our customers. This new product is the result of five years of relentless focus on increasing fuel economy, taking driver comfort to new heights, and maximizing uptime. This new truck delivers the next level of performance for our customers and continues Peterbilt’s legacy of being the ‘Class’ of the industry,” said Jason Skoog, Peterbilt general manager and PACCAR vice president.

The new Model 579 is available for order starting today in a day cab configuration, integral 80" UltraLoft sleeper and a variety of other sleeper sizes. Uptime is Peterbilt’s driving force. Peterbilt worked with over 50 of our customers to understand their unique opera-

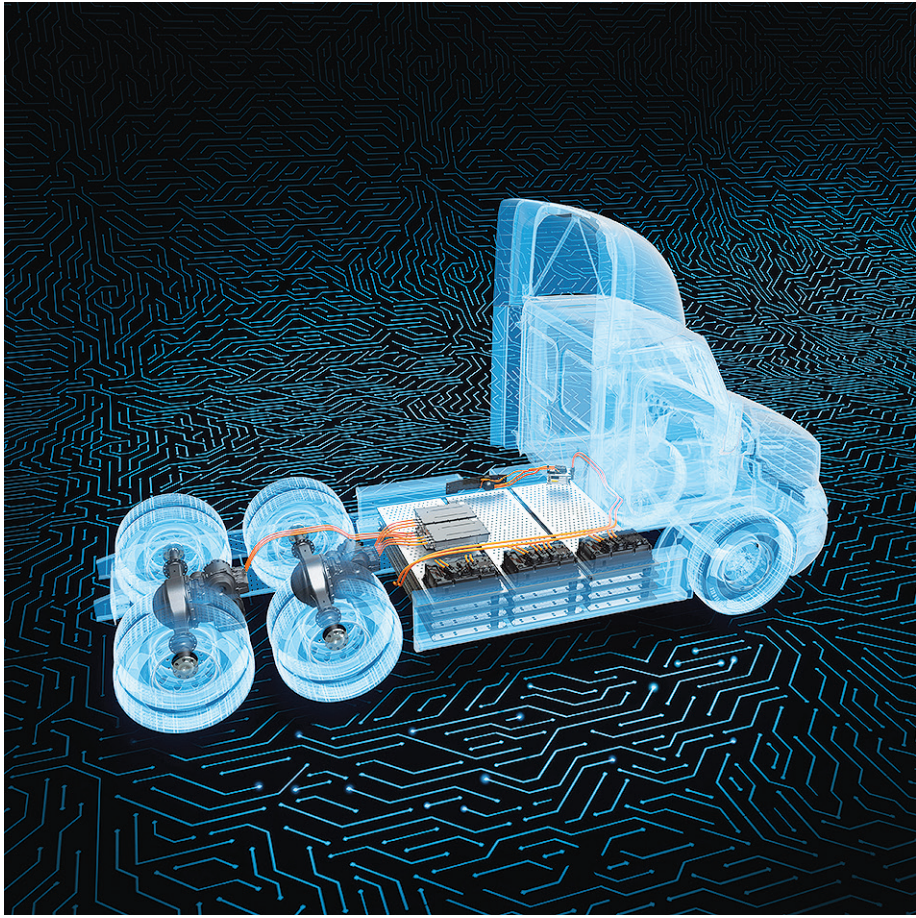
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Daimler Trucks North America Introduces Detroit ePowertrain



Portland, OR... Daimler Trucks North America (DTNA) has announced the proprietary Detroit ePowertrain to power the upcoming Freightliner eCascadia and Freightliner eM2. It is part of Daimler Trucks' global platform strategy to establish a uniform basic architecture for their broad line-up of battery-electric vehicles around the globe. Its use in North America brings the company unprecedented global synergies and economies of scale for CO₂-neutral commercial vehicles. Also included in today's announcement are plans for a \$20 million dollar investment in the Detroit manufacturing facility located in Detroit, Mich., which will serve as the North American source of Detroit ePowertrain components.

"By utilizing our Detroit ePowertrain to power the Freightliner eCascadia and eM2, we are giving Freightliner buyers the same level of confidence that comes with our conventionally-powered portfolio, known throughout the industry as having the best total cost of ownership - bar none," said Richard Howard, senior vice president sales and marketing, on-highway segment, DTNA. "Nowhere else can buyers find the level of performance, support, quality, dedication to uptime, and engineering expertise as with our Detroit product portfolio. Our investment in Detroit - and in the city of the same name - harkens a new era for a storied name in the global automotive landscape."

Initially, the Detroit ePowertrain will offer an eAxle design operating at 400 volts and be offered in two variants suitable for a variety of commercial vehicle applications. The single motor design is rated at 180 horsepower, delivering maximum torque of up to 11,500 lb-ft of torque, while the dual motor design offers up to 360 horsepower and 23,000 lb-ft of torque. The Detroit ePowertrain will be mated to the choice of three battery offerings for the eCascadia and eM2, including a 210 kilowatt hour (kWh) version, a 315 kWh version, and a 475 kWh version. Battery packs are comprised of arrays of lithium-Ion prismatic cells. In Detroit's first ePower-

train offerings, the maximum range specifications will exceed 230 miles on a full charge for the medium-duty eM2 and 250 miles for the Class 8 eCascadia tractor.

"The combination of Freightliner and Detroit has been delivering an incredible experience to our valued customers for over four decades," said Rakesh Aneja,

head of eMobility at DTNA. "An integrated ePowertrain from Detroit respects that legacy and moves us into a new era for the industry by improving operational efficiency while simultaneously eliminating tailpipe emissions."

Throughout its storied 80-year history, Detroit has been at the forefront of delivering purposeful innovation to help its customers realize the lowest total cost of ownership through the highest levels of performance, quality, efficiency, and uptime. Whether diesel or electric, Detroit provides unparalleled technical support to help customers incorporate leading technologies into their operations.

The industry-leading Freightliner dealer network will continue to play an integral part in the future growth of both Detroit and eMobility by providing sales, support and service for the ever-expanding portfolio of Detroit engines, transmissions, axles, safety and connectivity technologies, and now, ePowertrain systems and battery packs.

Initial production of the Detroit ePowertrain is expected to begin in late 2021. The start of production for both Freightliner models begins in 2022.

For more information, visit DemandDetroit.com/epowetrain

NATSO Outlines Principles for Advancing Alternative Fuels in the Market - Encourages Biden Administration to Consider Proposals in Developing Climate and Infrastructure Policy

Alexandria, VA... NATSO, representing the nation's truckstops and travel plazas, in a letter to the Biden Administration on January 27 outlined the market and incentive structure that would most effectively prompt existing fuel retailers to invest more in lower carbon fuels, including electric vehicle charging stations.

NATSO, along with the National Association of Convenience Stores (NACS) and the Society of Independent Gasoline Marketers of America (SIGMA), outlined six principles that should guide the Administration's approach to lowering the carbon footprint of transportation fuel. The letter was sent to the Secretary Designates for the Departments of Transportation and Energy as well as the Administrator Designate for the Environmental Protection Agency and the National Climate Advisor.

Collectively, NATSO, NACS, and SIGMA represent approximately 90 percent of retail sales of motor fuel in the United States and represent an established nationwide network of hundreds of thousands of fueling locations capable of

driving the Administration's goals forward.

The principles provide a roadmap that, if adopted, will align policy incentives to ensure the private sector is equipped to facilitate a faster, more widespread and cost-effective transition to alternative fuels.

Specifically, the fuel retailing groups articulated the following principles:

- 1) Science should be the foundation for transportation climate policies;
- 2) Establish performance goals without mandating specific technologies to allow for the benefits of innovation and technology development;
- 3) Develop competitive market incentives to ensure a level playing field and provide long-term consumer benefits;
- 4) Harness existing infrastructure to help commercialize new technology, maximize diverse investments, and achieve near-term and long-term emission reduction goals;
- 5) Set consistent, uniform national policy so that the market has certainty to help it invest, and state policies do not create inconsistent or counterproductive measures;
- 6) Ensure fair treatment so that all households are not forced to subsidize alternative energy users.

"Policies that adhere to these organizing ideas will enable the Biden Administration to achieve its climate goals. We want to help them take advantage of the existing fuel retailing landscape and harness the desire of the private sector to sell fuels that consumers want to buy at the lowest-possible price," said NATSO President and CEO Lisa Mullings. "The case for new fuel strategies is enhanced when we utilize the ingenuity of the private sector."

"Fuel retailers across the country represent the best opportunity for achieving the Biden Administration's objectives of lowering greenhouse gas emissions and advancing alternative fuels," said NATSO Vice President of Government Affairs David Fialkov. "We want to work constructively with the Administration and continue working constructively with Congress as more alternative fuels, including electricity, become part of the transportation mix. Drivers have come to expect a certain experience when they refuel, and our members' facilities are best equipped to accommodate them."

NATSO is advancing the number of electric vehicle charging stations across the United States through the National Highway Charging Collaborative formed in 2019 in conjunction with electric vehicle charging vendor ChargePoint. The National Highway Charging Collaborative will add electric vehicle charging to more than 4,000 travel plazas in the next decade. This will increase access to EV charging along highways and in rural America by filling alternative fuel infrastructure gaps along the National Highway System, including along the Federal Highway Administration's (FHWA) designated alternative fuel corridors. FHWA highlights the National Highway Charging Collaborative as part of its Alternative Fuel Corridors Best Practices.

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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.

Give Flowers While They Live

An undertaker was called back to a home where he had delivered a body to be kept overnight before the funeral. When he reached the home, a family member asked, "Will you help us to put Daddy back into the casket?"

The undertaker asked, "What's Daddy doing out of the casket?!" And the person replied, "We got him out to take some pictures."

The story teaches the same lesson as the song, "Give me my flowers while trying to help me along. Useless the flowers you bring after the soul is gone."

Have you waited until it is too late to get the picture? If you have, it is not likely you will ever have a good remembrance, nor is it likely that you will be able to do anything about that which you have missed.

When the road has come to an end and the two words at the end of the novel,

"The End" appears, there's little we can do but go back to the beginning. However, if we have failed in one particular way, let us take up another. If we didn't get Daddy's picture before he passed away, let's do all we can for Mother. Let us do all we can for brother and sister. You serve God best as you serve one another. The commandment Jesus gave is to love one another. While we have time and opportunity, let us be at our best and do our best for the Master.

Kenworth Offers \$1,000 Savings to OOIDA Members

Kenworth and the Owner-Operator Independent Drivers Association (OOIDA) have again teamed up for the 19th consecutive year to provide a \$1,000 savings to OOIDA members on qualifying purchases of new Kenworth sleeper trucks during 2021.

Eligible trucks are the Kenworth T680, T880 and W990 with a 52-inch or larger factory-installed sleeper. Both new stock and special order vehicles qualify.

"Owner-operators have a passion for Kenworth trucks. This special program is our way to thank OOIDA members who purchase a qualifying Kenworth T680, T880 or W990 sleeper truck in 2021. OOIDA members benefited by purchasing 313 Kenworth trucks under this cooperative program last year," said Laura Bloch, Kenworth assistant general manager for sales and marketing.

Buyers must show their OOIDA membership card to their Kenworth dealer at time of purchase in 2021. A copy of the bill of sale and warranty, along with the buyer's OOIDA membership number, must be mailed to: OOIDA, P.O. Box 1000, Grain Valley, MO 64029, or faxed to OOIDA at (816) 229-0518.

Limit for a single customer is three qualifying Kenworth trucks per year. Other limitations apply on the Kenworth rebate program. See your Kenworth dealer for more details.

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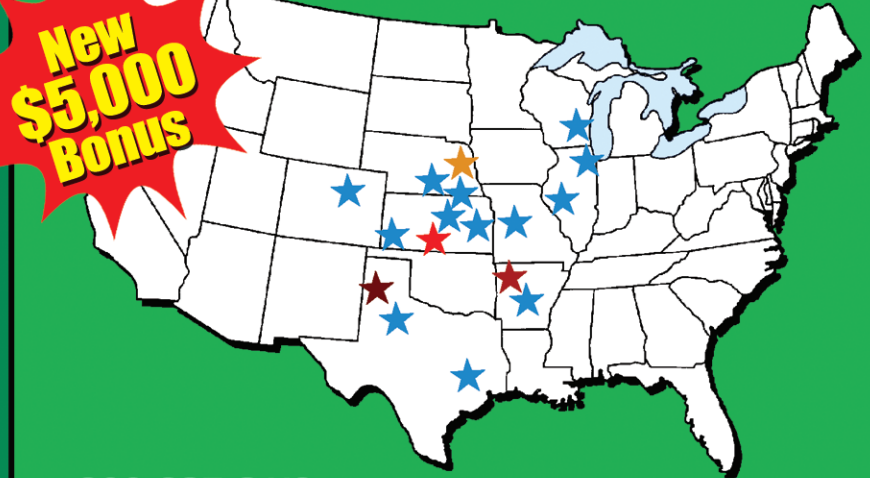
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Qty 2 - Fontaine Magnitude 55-Ton, 18" Drop Side Rail, Rear Lift Axle, o/s Alum Wheels.

Qty 1 - Fontaine Magnitude 60LCC, 18" Deck Height, 26' Well, o/s Alum Wheels, Front Ramps, Rear Lift Axle,

Qty 1 - Fontaine EQI Hydraulic Spreader.

Qty 1 - Fontaine Magnitude 60-Ton Beam Trailer, 28' Beam, Modular Connection at Rear.



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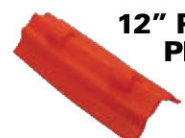


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PGT Services LLC Becomes New Company, Independent of PGT Trucking Inc.

Aliquippa, PA... PGT Trucking Inc., a leader in the transportation industry, is pleased to announce the formation of PGT Services LLC as a separate and independent compa-

ny. PGT Services will provide freight management services to customers in a wide range of industries. The new company has raised investment capital from an independent

group of shareholders, as well as from PGT Trucking, Inc. PGT Services began independent operations on September 1, 2020.

PGT Services will address a market need for customer-focused, asset light transportation with a differentiated knowledge of flatbed and specialized freight. PGT Services will benefit from pursuing its own strategy, drive substantial opportunities for growth, and extend its leadership position in open deck freight services.

"Personal customer relationships have been a fundamental cornerstone to the success of PGT for nearly four decades," said Pat Gallagher, Owner. "And it is with these principles that PGT Services will meet and exceed the demands of this ever-changing and fast-paced industry."

Barret Rea leads PGT Services as President. Rea was previously Chief Financial Officer of PGT Trucking where he had responsibility for Finance Administration & Accounting, Risk & Safety, Information Technology, and Freight Brokerage Operations. Prior to joining PGT Trucking in 2018, Rea was a senior investment banker at Bank of America Merrill Lynch where he held the title of Managing Director.

Justin Burgh is Vice Presi-

dent of PGT Services. Prior, he served as Director of Services at PGT Trucking, managing the company's brokerage services division. Responsible for driving revenue and profitable growth, Burgh has 12 years of experience in transportation, including experience with supply chains of many Fortune 500 companies. Before joining PGT in early 2019, Burgh worked for JB Hunt Transport in Sales Executive and Director of Transportation roles.

"At PGT Services, we pride ourselves on unparalleled customer service, providing complete door-to-door shipping solutions," said Rea. "We are excited for this opportunity to grow our diverse transportation offerings across North America."

PGT Services LLC provides a portfolio of transportation solutions across the United States, Canada and Mexico. Built on quality customer service and personal relationships, PGT Services is focused on being the safest, most reliable transportation provider in the industry. With offices in Aliquippa and Sewickley, PA, PGT Services is dedicated to moving America, every day. For more information visit www.pgt-services.com.

Love's Travel Stops opens in Wyoming, Minnesota, Alabama and Nebraska

OKLAHOMA CITY, OK... Love's Travel Stops is now serving customers in James Town, Wyoming; St. Charles, Minnesota; Hamilton, Alabama; and Papillion, Nebraska, thanks to four travel stops that opened today. All locations are open 24/7 and offer many amenities, including:

James Town, Wyoming
*More than 12,000 square feet.

*Carl's Jr. (Opens Monday)
*87 truck parking spaces.
*71 car parking spaces.
*Six RV parking spaces.
*Nine diesel bays.
*Seven showers.
*Laundry facilities.
*Speedco.
*Bean-to-cup gourmet coffee.

*Brand-name snacks.
*Fresh Kitchen concept.
*Mobile to Go Zone with the latest electronics.

*CAT scale.
*Dog park.
St. Charles, Minnesota
* More than 12,000 square feet.

*Hardee's.
*63 truck parking spaces.
*83 car parking spaces.
*Six RV parking spaces.
*Eight diesel bays.
*Six showers.
*Laundry facilities.
*Bean-to-cup gourmet coffee.

*Brand-name snacks.
*Fresh Kitchen concept.
*Mobile to Go Zone with the latest electronics.

*CAT scale.
*Dog park.
Hamilton, Alabama

*More than 11,000 square feet.

*Arby's.
*78 truck parking spaces.
*65 car parking spaces.
*Three RV parking spaces.
*Eight diesel bays.
*Seven showers.
*Laundry facilities.
*Speedco.
*Bean-to-cup gourmet coffee.

*Brand-name snacks.
*Fresh Kitchen concept.
*Mobile to Go Zone with the latest electronics.

*CAT scale.
*Dog park.
Papillion, Nebraska
* More than 12,000 square feet.

*Wendy's.
*107 truck parking spaces.
*80 car parking spaces.
*Two RV parking spaces.
*Eight diesel bays.

*Seven showers.
*Speedco.
*Laundry facilities.
*Bean-to-cup gourmet coffee.

*Brand-name snacks.
*Fresh Kitchen concept.
*Mobile to Go Zone with the latest electronics.

*CAT scale.
*Dog park.

In honor of the grand opening, Love's will donate \$2,000 each to the St. Charles Area Community Foundation; Scott's Bottom Area Nature Park in James Town; Hamilton High School and Tri-City Food Pantry in Papillion.

To learn more, visit loves.com.

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Towing Community Mourns Passing of Buzzy Utsinger



YOUNGSTOWN, OH... The fraternity of towing companies in Youngstown, Ohio mourns the passing of one of their own, Arthur "Buzzy" Utsinger, who died suddenly on Friday, January 22nd at the age of 58. The towing community is a tight-knit group that helps one another as the need arises and Buzzy always answered the call when needed. He

was lifelong friends with Nick LaNeve, owner of A&M Towing in Girard, Ohio and the late Patrick Herring of Herring Motors in Somerset, PA. Buzzy was known to everyone in the towing business in the Youngstown, Ohio area.

Buzzy owned and operated Utsinger Towing located at 4747 South Ave. for 40 years. The company was founded

by his father, Arlie Utsinger. Buzzy loved racing but his biggest passion was towing, and in particular, tow trucks. He took meticulous care of all of his vehicles but was extremely passionate about his tow trucks. They were always kept in excellent working condition and were amazingly clean, no matter how old they were or how

much use they saw.

Buzzy Utsinger was a lifelong resident of Youngstown, Ohio and those who knew him can attest to his kind heart and willingness to help people. In a fitting tribute to a lifelong Towman, Buzzy's casket was placed on one of his flatbed towtrucks at his South Avenue Shop for friends and family to pay their respects, either in person or by a simple honk of their horn passing by. His funeral procession consisted of tow trucks throughout the Youngstown area that escorted him to his final resting place.

Buzzy Utsinger is survived by his wife Mary, stepdaughters Ashley and Lara, biological son Charlie, and his shelter dogs Lilly, Daisy and Shawn.

Rest in peace, Buzzy. If anyone in heaven needs a tow, we know you will be there to help.



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MOVIN' OUT Calendar of Events

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February 5-6 – Mid-West Truck & Trailer Show – Peoria Civic Center, Peoria, IL. For more info, visit www.midwesttruckshow.com

March 9-12 – The Work Truck Show – Indiana Convention Center, Indianapolis, IN. For more info, visit www.worktruckshow.com

April 17 – 1st Annual Crossroads Truck Meet – Crossroads Shopping Plaza, Hwy. 50 & Route 87, California, MO. Presented by Horse & Buggy Accessories and Diesel Power Plus. Truck Meet/Show, Blessing of the Trucks, Games and Activities, Food and Product Vendors, Light Show, Worship Service, Door Prizes! For more info call or text Delton @ 573-789-5716.

April 23-25 – 75 Chrome Truck Show - 75 Chrome Shop, located off Exit 329 I-75; 419 E State Road 44 Wildwood, FL 34785. For more info, call 866-255-6206 or visit them on the web at www.75-chromeshop.com

May 9 – Annual Make-A-Wish Mother's Day Convoy - For Questions, contact Cathy Schladitz at cschladitz@philadesv.wish.org or (717) 283-4868

June 3-6 – Wheel Jam Truck Show - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com

June 3-5 – American Truck Historical Society National Convention & Truck Show – Rockingham County Fairgrounds, Harrisonburg, VA. For more info, visit <https://aths.org/convention/>

June 19-20 – 9th Annual Ohio Vintage Truck Reunion – Ashland County Fairgrounds, 2042 Claremont Ave., Ashland, OH 44805. Vintage Truck Show, Trucking Memorabilia Display, Swap Meet, Truck Light Display, Dorr Prizes, Raffles, Jake Brake Competition, Country Convoy Dinner Cruise, and much more. For info, visit www.ohvintkreru.com or call Bill Peters at 330-682-1707 or email: wep515@gmail.com

July 8-10 – 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 16-17 – Expedite Expo – Allen County War Memorial Coliseum, 4000 Parnell Ave., Fort Wayne, IN. 46805. For more info visit www.expediteexpo.com

July 17 – Gulf Coast Big Rig Truck Show – Mississippi Gulf Coast Coliseum and Convention Center, 2350 Beach Blvd., Biloxi, MS. 39531. For more info call 985-630-9171 or email: pattimccleney@gmail.com

July 23-24 – Keystone Chapter ATCA Truck Show – 139 Municipal St., East Freedom, PA. Trucks, Tractors, and Machinery welcome. Dash plaques while supplies last. No Judging. Friday evening dinner and Ice Cream Convoy. Food and drinks on Sat. For more info, visit www.keystonetruckers.org or call 814-224-2084

July 30-31 – 4th 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, Tony Justice in Concert - Friday evening, Light Show - Friday evening, NEW FOR 2021 - TRUCK PULLS...\$20/hook, Pickup Pulls on Friday, July 30 only - Semi truck pulls on Saturday, July 31 only. Big Raffle - Saturday, Kids activities & more! Official host hotel & more details to come. Questions: Call Bob @ 508-212-9998 or email to: mttconrad7@aol.com

August 6-8 – 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 13-14 – Waupun Truck-n-Show - Waupun Community Center, 510 E. Spring St., Waupun, WI. For more info, phone 920-324-9985.

August 20-22 – Big Rig Truck Show – Northern Wisconsin State Fairgrounds, Chippewa Falls, WI. Truck Show, Night Truck Parade, Indoor and Outdoor Exhibits, Live Music, Food, Kids Zone. Drivers can register online at www.bigrigtruckshows.com

September 11 – Bedford County Convoy of Diesel Dreams – Bedford Fairgrounds, Bedford, PA. Truck Show and Convoy benefiting Make-A-Wish.

September 24-25 – 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 23-25 – CSM'S Guilty By Association Truck Show (GBATS) – 4 State Trucks, Joplin, MO. A cross between a truck show, a customer expo, and an open house, GBATS is jam-packed with much fun, good food and great friends! Come for this incredibly action-packed 2-day weekend event filled with big rig burnouts, storewide sales, bull riding, concerts, truck & tractor pull, world's largest convoy, shop tours, kids pedal pull, downtown Joplin street party + much more bring the whole family for a weekend of trucking fun! For more information, go to: <http://www.chromeshopmafia.com/guilty-by-association-truck-show>

October 2 – Victory Road Truck Show – hosted by Pittsburgh Power and Long Haul Custom Detailing, held at the Victory Road Business Park, 3600 S. Noah Dr., Saxonburg, PA 16056. Activities include: Show 'N Shine, Live Dyno Runs on the Pittsburgh Power Chassis Dyno, Food Trucks, Kids Activities, Raffle Prizes, Giveaways and much more! For more information, call Pittsburgh Power at 724-360-4080

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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Lower Your Expectations at the 2021 Carlisle Truck Nationals with an ALL-NEW Low Show Lowered Trucks Show Near the Main Entry Gate in August 2021

CARLISLE, PA... For 30 years the Carlisle Truck Nationals presented by A&A Auto Stores has showcased some of the coolest trucks in the mid-Atlantic region. From August 6-8, trucks of all shapes, sizes, styles and eras converge on the Carlisle PA Fairgrounds. Joining the trucks are truck lovers, including lots of families and their kids. For everyone at the event, it's a chance to see in real life the toys they play(ed) with as kids; toys like fire trucks, tow trucks, monster trucks, tractor trailers and heavy equipment.

The big machines may drop jaws, but the little ones will do more than that. Lowered and mini trucks have always played a key role in event weekend, but for 2021, the event welcomes an all-new dedicated area for lowered trucks and low truck clubs to gather for an official "Low Show."

This special show within a show of lowered and mini trucks will be positioned just inside of Gate 3, the main entrance to the grounds near Carlisle Events offices to the north of the Gate. More than ten clubs will be represented in this area to include new and old friends of the Carlisle Truck Nationals. In addition to this showing for low trucks, there will be additional competitions and activities for the low truck and all truck enthusiasts to enjoy. While at the show this year, look for a low truck limbo, coolest and largest club honors, drop and drag, a skating parade, dyno and more.

For truck lovers looking to get upgrades while at the event, A&A Auto Stores not only presents the Carlisle Truck Nationals, but also offers in-person installations, while American Force Wheels, the Official Wheel of the Carlisle Truck Nationals brings a mixed bag of size and color options for trucks of all sizes back-dropped on some incredible truck builds.

"The enthusiasm and excitement for the low truck show and showing at this year's Truck Nationals is incredible, noted Ed Scholly, event manager of the Truck Nationals. This includes current clubs that have been showing at Carlisle and many new clubs or groups that we have not seen in a few years. Lowered, Lifted, Big, Mini, Late Model or Antique, 2021 is lining up real nice for truck enthusiasts trekking to Carlisle!"

So...while there are many great trucks and features that guests of all ages have come to know and love, 2021 will shine a new light on the lowered truck hobby and you're invited!

Finally, Carlisle Events and the Carlisle PA Fairgrounds remain COVID compliant and plan to offer detailed health safety measures at all 2021 events. Complete details on the COVID plan, specifics on how to secure a vending or car corral space, register for "Low Show," the Showfield, links to purchase spectator tickets and more can be found at CarlisleEvents.com or by calling 717-243-7855.

ATA Truck Tonnage Index Jumped 7.4% in December

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 7.4% in December after rising 3.2% in November. In December, the index equaled 120 (2015=100) compared with 111.7 in November.

"Tonnage ended last year on a high note," said ATA Chief Economist Bob Costello. "The index not only registered the largest monthly gain since June, but it also had the first year-over-year increase since March. Freight continues to be helped by strong consumption, a retail inventory restocking, and robust single-family home construction. With the stimulus checks recently issued and with a strong possibility of more in the near future, I would expect truck freight to continue rising."

November's gain was revised down slightly to 3.2% from our December 22 press release.

Compared with December 2019, the SA index rose 2.3%. For all of 2020, compared with the same 12-month period in 2019, tonnage was down 3.3%. 2019 had an annual increase of 3.3%.

"Because of the pandemic, 2020 was obviously a very challenging year for the economy overall, and that is reflecting in the tonnage index's dip from the previous year," Costello said. "Despite that, truck tonnage clearly outperformed the broader economy as freight continued to move in the face of a myriad of COVID-related challenges faced by the country."

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 115.9 in December, 5.4% above the November level (109.9). 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 11.84 billion tons of freight in 2019. Motor carriers collected \$791.7 billion, or 80.4% of total revenue earned by all transport modes.

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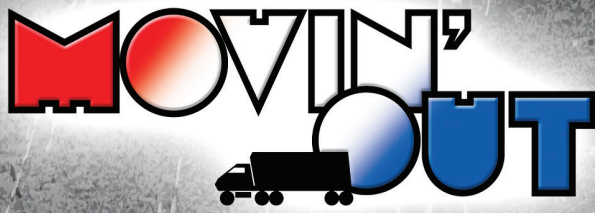
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MO 2021



Working Show Truck Of The Month

Kenny Mackrell
Mackrell Diversified



him how to drive, take care of, and work on trucks which led Kenny to want to own his own truck and run his own business. Kenny has been driving trucks for over 22 years, and with a lot of prayer, love, and support from his family & friends, he saw his dream come true in May of 2019 when he purchased his first truck & trailer and started his own business, Mackrell Diversified. Kenny credits his wife, Jamie and their children, Conner & Kayla, for all of their love & support along the way.

Kenny's pride & joy is this bright blue 2019 Peterbilt 389 that's powered by a 605 Cum-

mins engine paired up with a 13 speed and a set of 3:55 rears. The 300" wheelbase is full of custom features including an RLK visor, a tapered Southern Stamping bumper that goes from 20" to 18", and Talladega filler panels & custom light bar. Kenny hauls grain products such as corn, beans, and wheat to feed mills in his 2018 MAC frameless dump trailer that has plenty of chicken lights down the sides. Wagner Tarps out of Brookeville, PA installed the Arrow tarp system on the trailer. Kenny also hauls coal, scrap, and aggregates on occasion. He wanted to thank

J&S Etling Chrome Shop in Connellsville, PA for the custom stainless on the truck. He has extra roof lights on the cab, polished stainless full fenders, and United Pacific lighting all around. The interior looks as nice as the exterior with a number of custom touches including a custom headliner.

Kenny takes a great deal of pride in his profession as well as his truck, representing the trucking industry with class & old school values. When

he's not out trucking, he likes to spend time with family & friends, watching his children's sports, and occasionally doing some archery hunting in the woods. Dreams do come true with enough hardwork & determination, and Kenny Mackrell is living proof every time he hits the highway in his pressed out Peterbilt!

by Robert Conrad

Kenny Mackrell, like many young boys, grew up around the trucks and the trucking

industry since his father, Ken, was a trucker and instilled a passion for trucks into him. Kenny says his father taught

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