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"THE JOURNAL OF THE TRUCKING INDUSTRY"

2023 Guilty By Association Truck Show Rolls On



Standing tall and looking magnificent! This sleek beauty was just one of over 750 trucks at the 2023 Guilty By Association Truck Show held in Joplin, Missouri. Turn to pages 12 and 13 for the story and more photos. - Photo by Pam Pollock -

Fleet Owner Finds Room To Grow At Clean Harbors



Clean Harbors National Transportation Owner Operator Troy Thornton

STANSBURY PARK, UT – Growing up, Clean Harbors National Transportation Owner Operator Troy Thornton never thought he'd get behind the wheel for a living, let alone own his own fleet of trucks. However, after entering the workforce, he soon realized the beauty of life continued on page 11

JK Hackl – Where Old-Fashioned Values And Traditions Come Standard



By Steve Pollock
SUN PRARIE, WI.... "Our mission is to provide quality employment to the driver along with the pride that comes with working for a respected carrier. You are part of a team at JK Hackl with a common goal." - Jerry Hackl
Jerry Hackl had been an owner-operator since 1975, founding JK Hackl Transportation Services in 1991. The company has since grown to become one of the premier specialized haulers in the nation. Jerry was a believer in good old-fashioned values, like working hard and getting paid well, spec'ing his trucks like he was going to drive one himself, and serving customers with the class and respect they continued on page 18

Sheetz Hosts Grand Opening At The New North Jackson, Ohio Location



The Ribbon Cutting at the Grand Opening of the Sheetz at North Jackson, Ohio.



The North Jackson, Ohio Sheetz Manager Annette (center) presented a check to Shannon (left) from the Special Olympics Ohio and Andrew (right) an Olympian from the Mahoning County Special Olympics.

By Pam Pollock
 NORTH JACKSON, OH... Altoona, Pennsylvania based Sheetz hosted a Grand Opening Celebration at their 1301 S Bailey Rd. North Jackson, OH 44451 store on October 2nd. The North Jackson Sheetz is one of the largest stores to date and was designed with the Professional Truck Driver in mind. Amenities include:

- Five lanes that offer high flow diesel fuel and Diesel Exhaust Fluid (DEF)
- 12 fuel terminals for other vehicles
- 59 free parking spaces available for overnight parking to truckers
- Access for truck drivers from I-76 via exit 57
- Open 24 hours
- Dining area

Sheetz District Manager John Apa shared that Sheetz now has 40 locations across Pennsylvania, North Carolina, Virginia, West Virginia, Ohio and

Maryland that offer truck diesel fuel lanes. Most major credit and money services are accepted.

Apa added that the Sheetz Rewardz Program, which is free, allows customers to save 3¢ a gallon at the fuel pump. Sheetz loyalty members can earn Pointz on almost any purchase* made inside the store and redeem Pointz for customized Rewardz, including food. You can get your free Sheetz Rewardz Card at any store or online at www.sheetz.com

During the Grand Opening Event attendees could spin the wheel to win prizes and also enter drawings for \$250 Sheetz Gift Cards and the Grand Prize of \$2,500 of free gas.

Checks for \$2,500 each were present to the Mahoning County Special Olympics and Second Harvest Food Bank.

Sheet also opened two more stores in late Sep-

tember, one located at 701 Friendship Dr, New Concord, OH 43762. Amenities include:

* Seven lanes that offer high flow diesel fuel and Diesel Exhaust Fluid (DEF) for semi-trucks

* 14 fuel terminals for other vehicles

* 29 free parking spaces available for overnight parking to truckers

* Access for truck drivers from I-70 using exit 169

Also opening on Saturday, September 30, was a Sheetz at 4700 S Charleston Pike, Springfield, OH 45502, where the company will offer:

* Eight lanes that offer high flow diesel fuel and Diesel Exhaust Fluid (DEF)

* 16 fuel terminals for other vehicles

* 32 free parking spaces also available for overnight parking to truckers.

* Access from I-70 on exit 59

For more photos from the Sheetz North Jackson, Ohio Grand Opening, visit our online photo gallery at www.movinout.com



The new Sheetz has 5 lanes offering high flow diesel fuel and DEF as well as 59 free parking spaces available overnight to truckers.

- All Photos by Pam Pollock -



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OFF THE BEATEN PATH

BY PAM POLLOCK

Adventure Begins In - Wait For It, Wait For It...

This Spring, Summer and Fall have been busy ones for the Movin' Out staff. We've attended so many great truck shows, stretching across the USA. Some of the events required traveling by airplane and those trips were not without challenges and frustrations. I personally had flights being delayed for hours, oversold flights where the airline agents informed the flyers that if someone didn't give up 6 seats, the plane would not be taking off. For almost 2 hours, no one budged until the airline upped the ante and offered some serious cash. I also experienced a last minute gate change - and had to run/sprint/waddle as fast as short legs and bad knees would permit to the other side of the airport. I made it with what I thought was supposed to be 10 minutes to spare but was instead met with the announcement that some of the flight crew did not show up and we had to wait and wait and wait for a replacement crew to be brought in.

When Steve and I were discussing about going to the Guilty By Association Truck Show in Joplin, Missouri, I asked him how long it would take to drive because I was soooo over air travel by then. Steve consulted his trusty road atlas - yes, he still uses maps - and said it would take us 14.5 hours to drive. I told him that with both of us taking turns doing the driving, this could be done, especially since it had been taking me 11-15 hours to go anywhere via airplane lately because of airport check-ins, delays, flight layovers, etc. He agreed.

We left our house at 4:05 am on September 21st. Steve started out driving and I snoozed in the passenger seat. I also ate lots of snacks and surfed the net on my iPhone. I took lots of photos of the sky and landscape. We crossed over to West Virginia from Pennsylvania and then into Ohio. I kept asking if it was my turn yet to drive and each time he answered a resounding, "No!" We had lunch at a Culver's in Indiana and resumed our travels with me again riding shotgun. Next up was Illinois and yep, you guessed, I was still not behind the wheel of the car. I definitely did not want to be driving when we can through St. Louis, Missouri and so I was content to snap photos of the St. Louis Arch as we were stuck in traffic.

We have traveled a lot over the years to trucking events and our kids were along for a majority of those trips. The "Old Steve", who

had a shootout with the Joplin police! Let's go see the house!" And yeah... that was a big negatory, good buddy.

The next day was miserable weather in Joplin - thunderstorms and lightning and we had over 750 trucks to photograph. We were on the parking lots of the Joplin 44 Petro and 4 States Truck before 8 am. Did I mention that I forgot to pack my rainboots and was wearing breathable tennis shoes? Do I even have to tell you that my socks and shoes were soaked within mere minutes and that I spend the next 7 hours and 55 minutes sloshing around with wet feet? You can read about GBATS in this very issue, and even with the lousy weather, it was truly a fantastic show!

Too soon, it was time for us to start home. We left our hotel at 3:39 am and spoiler alert, I was not driving yet again! So, I did more snoozing. It was still dark out when I looked up and saw a billboard that proclaimed, "So much jerky, you will go blind!" It took me a few minutes to grasp what that meant - and then I giggled and chortled like an immature 13 year old. Dang, Missouri, you do have a warped sense of humor - and I'm here for it!

I dozed some more and for some cosmic reason, I felt compelled to open my



Where's Waldo, aka Pam? I found it amusing that I was able to take a Selfie at GBATS during a time when it was not raining.

eyes and dead ahead, in all its illuminating, neon glory was the mother of all kitschy billboards - the one, the only URANUS FUDGE! I moaned, I screamed, heck, I even caterwauled! My spouse was truly alarmed and holding tight to the steering wheel, he cast scared eyes at me and implored, "What? What is wrong?" Half sobbing, I sadly yelled, "I can't believe it, I just missed Uranus - again!"

And New/Old Steve just shook his head in utter disgust and kept on driving. And he drove and he drove, and he drove until we arrived home.



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TruckPro® Opens In Murrysville, Pennsylvania



The TruckPro® team at Murrysville, Pennsylvania is ready to serve you.

By Steve Pollock

MURRYSVILLE, PA... TruckPro®, a leading provider of heavy-duty truck and trailer parts, has opened a store at 4431 William Penn Highway (Rt. 22) in Murrysville, Pennsylvania, just a couple miles from the PA Turnpike and I-376.

TruckPro® has consolidated their Homer City, PA location with their new Murrysville store. Mike Adachi, Northeast Regional Manager stated, "We wanted to provide easier access to our customers and provide enhanced capabilities and resources such as parts delivery services and an expanded multi-category inventory parts showroom"

TruckPro® has one of the largest eCommerce platforms which offers over 4 million parts, in-

cluding OEM and aftermarket brands, captive parts, and unique hard-to-find parts. Customer can easily search for parts on any mobile device or desktop at TruckPro.com and they will have access to detailed product information, an extensive cross-reference database, and real-time stock availability locally and across TruckPro®'s network of over 150 locations across the United States. If the part is in stock locally, customers can pick it up or have it shipped direct and TruckPro® also drop ships some parts direct from the vendor. Customers are encouraged to set up an account so they can automatically receive volume discounts on the parts they buy, whether they own one truck or one hundred trucks.

Founded in 1958 and continued on page 7

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Twisted Pair Wiring

It goes without saying that trucks have increased in complexity over the years. We went from engines with a handful of wires to what manufacturers call "systems," not engines. Two main complaints I hear with new trucks are the aftertreatment and all of the electronics. The truth is neither is going

away. The electronics on a truck consist of a module, or computer, for almost everything on your truck and wires that connect them. Each module communicates with other modules to perform specific tasks. For example, one module might recognize that a switch has been engaged. It sends a message to another

module stating that "this switch has been engaged." The module receiving the message can turn on lights or any other electrical component. This system works well but relies on nearly perfect data transmission from one module to another. The wires that connect these modules carry the important data payload. So, it is imperative that the message is delivered safely.

A port, commonly green or black, on your dash, allows technicians to connect their laptops to the truck's modules. If you have ever looked at the wires that go to your data port, you will notice the wires are twisted. You may have also seen that speed sensor wires are also twisted. Examples of speed sensors are crank position, camshaft position, and vehicle speed sensors. What these sensors all have in common is that they carry a signal. A signal here can be defined as a repeating electrical pulse. Putting these signals on a wire can act like a weak antenna. Antennas, like the ones we used to have with CB radios, can transmit messages over long distances. The same scenario happens with your truck's modules and wiring but on a smaller scale. The modules on trucks don't output enough power to send messages over long distances. However, they possess enough power to transmit short distances to other wires. This unintentional transmission of signals across wires is called electromagnetic interference or noise.

To prevent this, designers can employ a few different techniques to prevent these electrical traffic accidents. We can shield the wire. This usually is done with a ground wire or a conductive material that covers the wire. This can shield or block unwanted signals from entering the wire. The other method used in our trucks is twisting the wires together. The twisted wire acts like noise-canceling headphones. Noise-canceling headphones listen to outside noise and create an opposite noise that 'cancels' the noise. Another way to think of it is to imagine you have ten dollars in your wallet but owe the parking attendant ten dollars. This basically means you have zero dollars in your wallet. The equal plus and minus cancel each other out. The reduction in this noise is crucial for important signal communications. When your engine's ECM communicates with the transmission control module to make a shift, the transmission needs to receive messages like engine

speed or throttle position. You don't want the transmission to make a mistake going down the road at 50 mph. Mixed or diluted signals are known as crosstalk. It is like sitting at a noisy restaurant and trying to have a conversation. It is easy to miss parts of the conversation or incorrectly hear something the other person didn't say. Twisting wires helps to eliminate noise and keep the module's conversation clear. Keep in mind not all wires need to be twisted. This wiring technique is basically only seen on data wires and speed sensor wires in your truck's wiring. If you are rewiring these circuits yourself, it is important to understand why it must be done. Like a skilled driver navigates the road, your truck's wiring needs a clear path to reach its destination. Written by: Leroy Pershing, Pittsburgh Power Inc., 3600 S. Noah Drive, Saxonburg, PA, 16056 Phone (724) 360-4080, Email: Information@PittsburghPower.com Website: www.PittsburghPower.com



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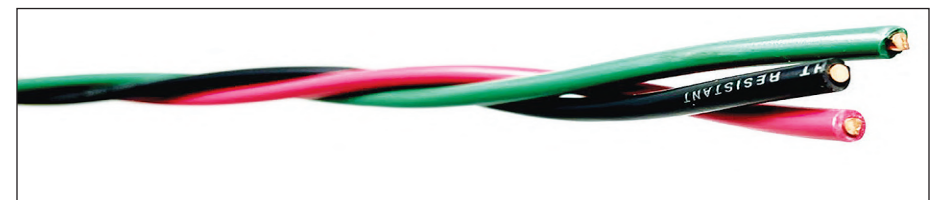
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Imagine the wiring in your truck like the highway, and the cars on the highway are like signals. EMI is like when a car swerves from the adjacent lane into your lane. This can cause an accident, back up traffic, or sometimes, you will miss an exit if you're not in the correct lane. When signals jump from one wire to another, the modules that read these signals can't make sense of the message or can lose a message, just like missing an exit.



Twisted cable

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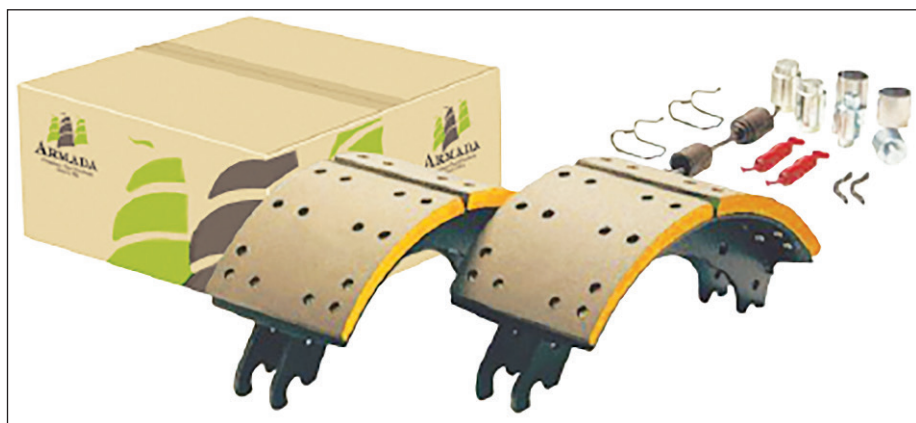
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Left to right: Mike, Rich, Dave and T.A.



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Armada relined brake shoes.

continued from page 5
headquartered in Memphis, Tennessee, TruckPro® has grown to over 150 locations in 35 states, with over 75 advanced repair service centers. Collective-

ly the company has over 1,600 heavy duty parts and service experts to quickly help customers identify and get the products they need. TruckPro® is growing rapidly, they have made

8 acquisitions in the past 18 months and plan to continue this growth strategy. TruckPro® delivers a comprehensive range of products to support commercial and government

customers in the areas of brake systems, electrical, engines, gear and drivetrain, auxiliary power, undercarriage and suspension and safety and restraints. Additionally, TruckPro® operates over 75 professional service facilities that perform inspection & diagnostics services, general shop services such as brake, wheel end and suspension work as well as specialty services such as driveline rebuild, transmission and differential rebuild, pump & PTO rebuild and much more.

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well as shock absorbers, leveling valves, safety and cargo control components and much more. TruckPro® offers a complete line of Armada brake kits for all applications, including the option of new or remanufactured kits. With over 30 plus years' experience in remanufacturing, the Memphis brake reline facility returns brake shoes to their original equipment specifications, ensuring they perform to safety and compliance standards, while offering the lower cost advantage.

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mada brake linings meet all DOT stopping distance requirements.

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Vice President of U.S. Retail Stores David Roper reinforces, "There is nothing TruckPro® won't do for its customers. What really sets us apart is our professional, passionate, and knowledgeable heavy-duty truck experts with a commitment to being the best partner in the business."

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Girl Scouts Partner with Mobility Companies to Provide STEM Education and Mentorship to Girls



Carla Steward (PTI) and Betsy Berrens (PTI) with Girl Scouts.

De Pere, WI,... Trucks Are for Girls, a recent event held on September 30th at Paper Transport in De Pere, Wisconsin, is designed to empower young girls to explore careers in both trucking and STEM moved forward at full speed. 98 Girls Scouts were registered for the event.

The program reflects the commitment to fostering young girls' curiosity and enthusiasm for the trucking industry and STEM fields. This event not only introduces them to exciting career prospects but also

instills a sense of safety and responsibility around large trucks.

"This remarkable event brings together leading organizations to introduce young Girl Scouts to the world of trucking and the exciting opportunities within STEM careers," said Missy Brozek, Director, GSNWGL Neenah-Menasha Brand & Communications. "The partnership highlights the commitment of these organizations to encourage gender diversity and inclusivity within traditionally male-dominated

sectors."

Sponsored by Girl Scouts, Women in Trucking, Michelin North America, Inc. and Paper Transport, the event including a variety of opportunities for young girls to explore, featuring:

* Hands-on Learning: Engage in interactive and hands-on activities related to the supply chain, providing valuable insights into the industry's operations.

* Industry Insights: Esteemed female leaders from the trucking indus-

try will share their experiences, challenges, and successes, inspiring young minds to envision themselves as future leaders.

* Exploration of Trucks: Participants can experience the inside of trucks, giving them a first-hand experience of the vehicles driving global commerce.

* Badge Programs: Paper Transport generously provided Girl Scout STEM badges, allowing each participating Girl Scout to earn a badge recognizing their achievements and skills in the field.

* Fun Patch and

Food: Michelin graciously supported the event by providing all participants with a Women in Trucking Fun Patch. Additionally, Michelin supplied food for the event.

* Women In Trucking with Michelin – a lecture about women involved in the event and how Girl Scout cookies go through the transportation world – Q&A about Michelin at the end. The speaker was Jackie Greenberg (Michelin)

* Meet A Trucker & Truck Demo – a hands-on experience with two female drivers who work at Paper Transport demonstrating the inside and outside of a sleeper, tires, fifth wheel, and trailer. Speakers were Carla Steward (PTI) and Betsy Berrens (PTI)

* Keep On Truckin' with Kristina – A game to demonstrate how deliv-

ering a load can have unexpected outcomes. The speaker was Kristina Deprey (PTI)

* Michelin Tires & Technology – a demonstration and lecture where Girl Scouts got to look hands-on at the different tires and match them up to what vehicles they could see daily (garbage truck, semi-truck, mail truck, etc.) The speakers were Leah Feig (Michelin) and Marco Holt (Michelin).

* Girl Scout Cookie Supply Chain Relay Game – a relay game to put the timeline of Girl Scout cookies from conception to selling them. The speaker was Ellison Dew (Michelin).

* WIT Trailer Simulator – a Women in Trucking trailer with interactive quizzes, videos, and a driving simulator. The speaker was Lindsay Gratton (Michelin).

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Something to Think About - Life's Tunnels

by: Mike McGough

At 22, he became a patrol officer. As a rookie, there was a lot to learn; it was a steep learning curve. At times he had to look hard to see the light at the end of his tunnel. He was committed, and in time he became a dedicated officer who enjoyed his work.

By age 30, he earned a master's degree in counseling, and he wrote a manual for police officers on community relations. He was a loving and committed husband and father of four. In his spare time, he coached several of the teams on which his children played, and he found time to be a volunteer in his department's community outreach program.

In his late thirties, things began to change. The change was slow; at first it wasn't particularly noticeable. He found ways to rationalize away what was happening. He was still involved, but his level of participation had declined. He was respected as a patrol officer, but the fulfillment he once felt had waned. He was just there. He was in a holding pattern feeling as though he had little if any control or input into what may come next. He was stalled. He confided to his wife and a few peers that increasingly he felt like he was boxed in, kind of like he was in a tunnel, like when he was a rookie.

When the reality of that perception became troublingly real for him, he knew he had to address it. He went to see his most trusted mentor—his first sergeant.

Over lunch the experienced sergeant told him that it was time for him to look inside of himself. He said, "You've got to look and see if you might be sabotaging your own best career interests with a lack of personal initiative." His mentor went on to explain that regardless of the job, career, or profession one chooses to pursue, a sense of personal fulfillment is important. He concluded by saying, "That's a big part of what makes us who we are and allows us to become who we want to be."

The younger man shared that he was really trying to work through, but that just about the time he thought he was seeing some light at the end of the career tunnel he felt he was in, the light flickered and went out. "That happens from time to time," the retired sergeant replied. He then explained that the career years are a major portion of life, and that some people need periodic changes to maintain their commitment and achieve any level of personal fulfillment. He said that for some it could be a promotion or a position change. For others a new venue can reinvigorate them. He then said, "But for some people, it takes a bigger change, possibly a career shift."

The younger man wondered if it was time for him to think about such a shift. Could he make the move from the known and comfortable into something new and challenging? Could such a move help him get through this tunnel and past what his grandmother often called "the dithers." He de-

cidated it was worth a try.

He applied for and was hired to be a youth counselor and advocate at a community service agency in the same town where he was a patrolman. He was excited. There would be a steep learning curve, but he told himself he was up for it. It may be its own kind of tunnel, but he welcomed it.

It started out well. He was in touch with his sergeant to thank him. He took him to lunch, after his three-month probationary period. He shared how happy he was. But then, with some reserved caution in his voice he said, "But I'm afraid the light I'm now seeing will soon fade for me again."

The sergeant smiled and said, "Oh, it could, but my guess is it won't. When you came to realize that you needed a change in your life's work, you didn't rush into anything. You took your time, and as you shared, you weathered some time in one of life's periodic tunnels. When the time and situation were right, you made a decision, you made a change, you committed to it, and you've assumed a leading role in your life. Notice how many times I just said you—that's important!"

Change, regardless of the stage of life you're in, can leave you feeling like you're in a tunnel of sorts. As much as possible, consider your life changes carefully and purposefully. Don't fear some tunnel-time, but as much as possible be the key player in determining the changes in your life and thus the tunnels you'll need to pass through!

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Fleet Owner Finds Room To Grow At Clean Harbors



Troy Thornton

continued from page 11

on the road as an entrepreneur. Today, he owns and operates TRT Services, which consists of four semi-trucks that haul dry vans for Clean Harbors.

“My Dad worked for J.B. Hunt Transport Services and I never saw him,” Thornton said. “I swore

that would never be me, but here I am.”

Initially, Thornton pursued a career in law enforcement, but the desire to own his own company propelled him toward trucking. He got his CDL in 2016 and started pulling tankers for other companies before

buying his own truck in 2021 – the same year he approached Clean Harbors to begin a partnership.

Clean Harbors, operates its own fleet of trucks – dry vans, vacuum trucks, roll offs, end dumps, tankers, and more – throughout North America, but works

with owner operators to increase its capabilities. The relationship appealed to Thornton, as Clean Harbors provided consistent work, along with critical resources – like a DOT number and insurance – he didn’t need to obtain as a one-man shop.

Thornton started pulling hazardous waste along the west coast, and slowly, began purchasing more trucks and adding more drivers. Now, in 2023, his three other drivers also pull for Clean Harbors.

“I give Clean Harbors a lot of credit for helping me

start my own fleet,” Thornton said. “The company delivered on everything they promised and more. It was the right choice for me to achieve my goals.”

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2023 Guilty By Association Truck Show Rolls On



State Trucks, was adamant that the Special Olympics could not be let down. Bryan Martin added the option of another Convoy to the GBATS participants that took place early Sunday morning. 125 Drivers donated \$100 directly to the Special Olympics athletes. Over \$120,000 was raised by 4 State Trucks and Professional Truck Drivers for the Special Olympics of SW Missouri.

The weather was dreary and dismal at times, but everyone took it in stride. Truckers were constantly wiping down their trucks, vendors had to secure their canopies, but the atmosphere was one of laughter and camaraderie

A press release sent out by 4 State Trucks at the conclusion of GBATS, had this message from Bryan Martin, the event promoter for the Guilty by Association Truck Show, "I am so proud of our industry! They rallied, raised some great donations for the charity, and rolled up I-44 with a lotta pride. Sunday's 9am convoy was held on a beautiful 'rain free' morning, I actually got to drive in it, and the positive vibe from convoy participants was like nothing I've ever seen. These truckers are truly committed to 'take care' of the Special Olympics athletes through the legendary World's Largest Convoy initiative."

Winners of the 2023 Guilty By Association Truck Show:

- Best Bobtail - Conrad Shada
 - Best Combo - Zach Strayer
 - People's Choice - Brandon Avant
 - Top Kenworth in Show - Charlie Bates
 - The Memorial Award - Mason Halcomb
- Planning has already begun for the 2025 Guilty By Association Truck Show!



would have thrown up their hands in despair, but this is the Chrome Shop Mafia and defeat is not in their vocabulary. Like a phoenix, they rose to the occasion and turned lemons into lemonade.

Spectators grabbed umbrellas and donned rain ponchos and slogged through the saturated parking lots and grassy areas to check out the over 750 trucks registered at the show. And there were some spectacular trucks on display.

A special Monster Truck Mania Show filled the void spot for the Truck and Trac-

tor Pull.

Working through the night, the gang rallied and hustled and transformed one of the 4 State Trucks warehouses in a last minute concert venue for Saturday evening's Roots & Boots Concert featuring Sammy Kershaw, Collin Raye, & Aaron Tippin.

A fundraising auction provided a modified 20-spot truck convoy on Saturday evening. The top 20 bidders won the honor to be in the Convoy.

GBATS is a major fundraiser for the Special Olympics of SW Missouri. Bryan Martin, President of 4



Some of the many beautiful trucks from the Guilty By Association Truck Show at the Joplin 44 Petro.

By Pam Pollock
 JOPLIN, MO... The 2023 Guilty By Association Truck Show (GBATS), held on September 21-23 at the 4 State Trucks complex and the Joplin 44 Petro, in Joplin, Missouri was truly one for the books! Ob-

stacles galore, including adverse weather (the rain, oh the never-ending rain) and Joplin city officials nixing the planned downtown free Roots & Boots music concert and Truckers Convoy because of concerns about the aforementioned

thunderstorms, gave the 4 State Trucks staff plenty of last minute challenges (and probably a lot of migraine headaches). Friday night's Truck and Tractor Pull was also cancelled due to the wet and muddy conditions. The average person

**- All photos by Steve Pollock and Pam Pollock -
 Visit the Movin' Out Online Truck Show Gallery
 at www.movinout.com for complete
 photo coverage of GBATS.**

GUINTY! By Association Truck Show & Customer Expo

All Photos by
- Steve & Pam Pollock -



For complete photo coverage visit www.movinout.com

2023 National Truck Drivers Appreciation Week



John Brown Trucking, Portersville, PA



Truck World Conneaut, Ohio



John Brown Trucking, Portersville, PA



Truck World North Jackson, Ohio.



R&J Trucking, Boardman, Ohio



Truck World Hubbard, Ohio



R&J Trucking, Boardman, Ohio



Truck World Hubbard, Ohio

- Photos by Steve Pollock and Dan Pollock -

National Truck Driver Appreciation Week was launched in 1988 by the American Trucking Associations. Now in its 35th year of recognizing and honoring the Nation's Unsung Heroes and Knights of the Road, this year's National Truck Drivers Appreciation Week was held the week of September 10-16. Companies across America held special events and cookouts to show their appreciation for Professional Truck Drivers.

Latest Trucking Industry News

Nation's Top Highway Official Celebrates Opening of 200 New Truck Parking Spaces to Improve Safety Along Interstate 80 in Wyoming

LARAMIE, WY... The U.S. Department of Transportation's Federal Highway Administrator Shailen Bhatt joined federal, state and local officials in Laramie, Wyo., to unveil 200 new truck parking spaces along Interstate 80. These new truck parking spaces will improve safety during winter snow and ice storm operations and facilitate safe and efficient freight movement along one of the busiest Interstates in the U.S. Bhatt also announced a new data visualization tool to simplify access to localized freight data that will help states and local governments plan for the rise in freight transportation and movement of goods nationwide.

"Supply chain issues are critical for our economy. Truck parking shortages make our roads less safe and the movement of goods to market less efficient," said Federal Highway Administrator Shailen Bhatt. "Today we're addressing the problem on two fronts - by adding new parking capacity so truckers on I-80 have a safe place to rest and by expanding the data available on freight movement so state and local agencies can be better equipped to understand and plan for truck parking needs."

"Interstate 80 through Wyoming is such a critical highway for freight movement nationwide," said Wyoming Department of Transportation Director Darin Westby. "Thanks to the Federal BUILD grant, these interstate upgrades will help improve safety for truck drivers as they drive to and through the state to deliver the goods and supplies that communities depend on."

The U.S. Department of Transportation provided \$27.7 million toward this project, including a \$20 million grant from the Better Utilizing Investments to Leverage Development (BUILD) grant program (now known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program).

In Wyoming, the I-80 Winter Freight Improvement Project includes construction of approximately 5.5 miles of passing lanes and two truck parking areas on I-80 between Laramie and Rawlins in southeastern Wyoming, providing one hundred truck parking spaces on each end of the project. The parking areas include Intelligent Transportation Systems improvements and will help improve safety and freight movement particularly

during winter snow and ice storm operations, which historically have caused long backups and serious collisions. The improvements will provide a safe area for trucks to park while allowing space for snow removal to occur along the interstate to allow operations to resume following winter snow and ice events.

By 2050, Wyoming will see freight carried by trucks increase by about 80 percent in value to \$58 billion and a 63 percent increase in weight to 69 million tons. Likewise, freight movement at the national level is on the rise with the dollar value of total trade expected to reach more than \$20 trillion in the United States in 2023, with trucks representing the dominant transportation mode at 72 percent. Between 2023 and 2050, the U.S. will

see freight activity grow by about 78 percent in value to 36 trillion dollars, and trucks will continue to be the single most-used mode for transporting freight.

With the transport of goods by truck on the increase, the single most-used mode of freight transport in the nation, the newly launched the Freight Analysis Framework (FAF) Data Visualization Tool makes it easier to view and work with a variety of private sector freight data at national, state and local levels to understand these growth trends.

The FAF tool combines data in a variety of ways, including by dollar value, tonnage, mileage, commodity, and mode of transport—reflecting goods movement by truck, rail, air, water or pipeline. It contains historical data on freight flows back to 1997 and projections through 2050 using high- or low-

freight demand scenarios. The information can be displayed as interstate or intrastate trade flows and from the state level to metro areas. Illuminating these complex freight flow patterns will enable productive dialogue among freight data users and decision makers.

Administrator Bhatt emphasized that the new tool will help aspiring grant applicants strengthen their proposals for Bipartisan Infrastructure Law (BIL) funding by filling the gap for small cities and towns and rural communities and Tribal governments that may not have experienced data experts on staff. By applying results from this tool to better understand goods movement, these non-traditional applicants can improve their planning, project prioritization, and federal funding applications to make the case for project funding.

ATA Truck Tonnage Index Rose 0.2% in August

Washington — American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 0.2% in August after rising 1.1% in July. In August, the index equaled 115.3 (2015=100) compared with 115 in July.

"The evidence is growing that tonnage hit bottom in April and continues its slow climb upwards," said ATA Chief Economist Bob Costello. "However, year-over-year comparisons remain difficult as tonnage peaked in September of last year. As a result, it is unlikely that tonnage turns positive compared with a year earlier for at least a month or two longer. Most recently, freight continues to be mixed, with consumer spending and factory output flat to down."

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 120.7 in August, 6.3% above the July level (113.6). In calculating the index, 100 rep-

resents 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 72.6% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 11.46 billion tons of freight in 2022. Motor carriers collected \$940.8 billion, or 80.7% of total revenue earned by all transport modes.

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

New Roadmaster Truck Driving School Opens in Louisville, Kentucky

Roadmaster Drivers School, the leading Class A CDL (commercial driver's license) truck driver training program, has opened a new location in Louisville, Kentucky, and is holding a Grand Opening on October 26th.

A bipartisan bill promoting truck driver tax credits has been reintroduced in the U.S. House of Representatives. The Strengthening Supply Chains Through Truck Driver Incentives Act is designed to encourage new drivers to join the industry and retain existing drivers by creating a refundable income tax credit for qualified commercial drivers. The proposed bill would offer a refundable tax credit, up to \$7,500, for truck drivers with a valid Class A CDL who log a minimum of 1,900 hours annually between 2023 and 2024. Truckers new to the profession and those participating in accredited trucking apprenticeships could qualify for a refundable tax credit of up to \$10,000 during the same two-year period.

The grand opening ceremony for the Roadmaster Drivers School of Louisville's new training facility will be on October 26th between the hours of 11:00 a.m. and 3:00 p.m. Members of the press, prospective students, and the general public are warmly invited to attend at 141 Orion Drive, Shepherdsville, Kentucky, 40165.

For more info, call 502-676-5710.

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Women In Trucking Association Announces its September 2023 Member of the Month Laura Duryea



Laura Duryea

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by Women In Trucking Staff
ARLINGTON, VA...
The Women In Trucking Association (WIT) has announced Laura Duryea as its September 2023 Member of the Month. Duryea is the Director of Driver Recruitment and Professional Growth at Boyle Transportation, a specialized transportation logistics provider.

Duryea got her start in the transportation industry as a professional driver which was inspired by driving the shuttle bus while attending Carnegie Mellon University. After graduating with a Viola Performance degree and a change of heart, she ultimately decided to attend Pittsburgh Diesel Institute, resulting in a 25-year

driving career.

The last two of those driving years were spent as a team driver at Boyle Transportation before transitioning to the Manager of Recruiting, Retention, and Driver Development for 5 years. She has been the Director of Driver Recruitment and Professional Growth since July 2023 and believes her 25-year driving career brings a unique perspective to the position.

In 2022, Duryea was named as a member newly established Women of Trucking Advisory Board (WOTAB) of the U.S. Department of Transportation's (DOT) Federal Motor Carrier Safety Administration (FMCSA). The mission of this advisory board

is to support women pursuing careers in trucking, expand scholarship opportunities for women in the trucking industry, and enhance trucking training, mentorship, education, and outreach programs for women. She was also recently named as a mentor in the Women in Motion Mentor Program with the American Trucking Association (ATA).

Outside of her impressive career in the transportation industry, Duryea is also a member of the Savannah Professional Women for Good which supports local non-profit organizations in her community. She was also the secretary of the Dover Volunteer Fire Department for 10 years and ran LaDa Farms, an organic farm that supplied organic produce to local natural food stores for 15 years.

Duryea is a passionate member of WIT and its mission saying, "women are collaborative by nature and when we come together for a cause we can change the world and this industry."

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PGT Trucking Implements the Industry's First Dedicated Route Using Class 8 Zero-Emissions Equipment for Steel Dynamics



Pittsburgh, PA... PGT Trucking, Inc., a leader in flatbed transportation, is excited to announce that they are the first in the flatbed industry to provide dedicated transportation services using a Class 8 zero-emissions truck to Steel Dynamics, one of the largest domestic steel producers and metals recyclers in North America.

The initial run took place on August 1, 2023, as PGT Trucking moved material between Steel Dynamics'

Pittsburgh's galvanizing locations. This daily shuttle service marks a significant step forward in PGT Trucking's commitment to sustainable and efficient transportation solutions.

"PGT Trucking is extremely proud to have successfully launched our first dedicated run for Steel Dynamics using Nikola's Class 8 battery-electric vehicle," said Gregg Troian, PGT Trucking President. "We are committed to providing our customers with

innovative and sustainable transportation solutions, and this service offering will lead to a greener future for both the trucking and steel industries."

Environmental sustainability is a key focus for the two companies, and this partnership allows PGT Trucking to transport Steel Dynamics' products efficiently while minimizing environmental impact. It is estimated that a short-haul delivery made using this truck will eliminate PGT's

carbon emissions by more than 105,000 pounds annually. To support this partnership, Steel Dynamics installed a charging station at their MetalTech location for the battery-electric truck.

"Our entrepreneurial, innovative teams support our decarbonization efforts through identifying and implementing emission reduction projects throughout our organization," stated Jeff Hansen, Steel Dynamics Vice President Environmental Sustainability. "Working as a team, we will achieve our decarbonization goals."

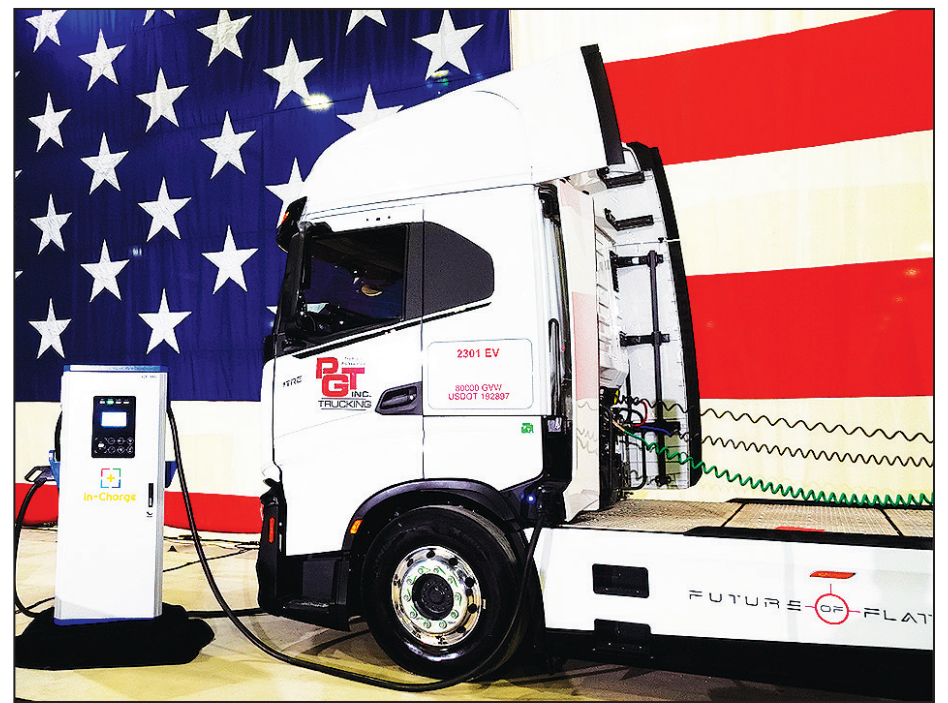
PGT Trucking strives to

minimize the transportation industry's ecological footprint, contributing to a cleaner future by adopting fuel-efficient vehicles, exploring alternative energy sources, and implementing sustainable best practices across the organization to reach a 35% reduction in emissions of company-owned equipment by the year 2025.

PGT Trucking, Inc., founded in 1981, is a multi-service transportation firm offering flatbed, dedicated, international and specialized services. Headquartered in Aliquippa, PA, PGT is the leader in progressive freight

transportation and fleet evolution. PGT operates over 1,000 power units and 1,500 trailers, exceeding customer expectations, focused on the Future of Flatbed®. PGT was recognized as a 2023 Best Fleets to Drive For®. At PGT Trucking, "Safety is Everyone's Job - All the Time." Visit www.pgtrucking.com.

Steel Dynamics is one of the largest domestic steel producers and metals recyclers in North America, based on estimated annual steelmaking and metals recycling capability, with facilities located throughout the United States, and in Mexico.



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Jerry K Hackl
"I did it my way"



continued from page 1

deserve. He once said, "Everyone here is like family."

Even though Jerry is gone, the values he built JK Hackl on still remain. His son Derek Hackl is now President, and his son-in-law Jesse Westby is Vice President. Derek stated, "My Dad left some very big shoes to fill. Thanks to our many loyal employees that have been here

for so long, the transition has been much easier. We plan to keep on, keeping on – carrying my Dad's legacy forward the way he would want us to. In a world that is constantly changing, our values here at JK Hackl will remain the same. We will continue to offer our employees a stable work environment, being driver and family friendly. We want to keep the bonds we have made; we are still very personal here."

The JK Hackl fleet has grown to 73 trucks, 14 modular trailers, and around 100 single and double drop trailers. Their motto remains, "Driven To

Be The Best: Driven By The Best – For 32 Years".

JK Hackl is hiring company drivers with flatbed, single drop or double drop experience. Drivers average 93K per year with a comprehensive benefits plan. The company continues spec'ing their trucks like Jerry would as if he were driving one. The trucks are late model Peterbilt 579s equipped with APUs and refrigerators. JK Hackl is also offering a \$5,000 sign-on bonus. To learn more, call 800-669-2625 or log onto www.jkhackl.com

"Pleasure in the job puts performance in the work." - Aristotle

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OOIDA: Misguided Speed Limiter Regulation Will Cost Innocent Lives - Restricted Truck Speeds Mean Rolling Roadblocks, Road Rage

Washington, DC... - The Owner-Operator Independent Drivers Association (OOIDA) has released the below statement in response to the Federal Motor Carrier Safety Administration's (FMCSA) announced intention to mandate that commercial trucks have speed limiting devices set to 68 miles-per-hour (MPH).

"Forcing trucks to speeds below the flow of traffic increases interactions between vehicles and leads to more crashes. It'll be like an obstacle course for passenger vehicle drivers on our highways. This isn't safe for truckers, but especially not safe for passenger vehicle drivers sharing the road with trucks. The unintended consequences of this misguided regulation will cost innocent lives," said OOIDA President Todd Spencer.

Speed limiting devices on large trucks have been proven to create unnecessary congestion and dangerous speed differentials among vehicles. This results in higher rates of vehicle interaction and higher crash rates. The FMCSA rulemaking process was initially announced in April 2022. The agency has received more than 15,000

comments on the proposal, the majority from truck drivers expressing opposition.

Earlier this year, Senator Steve Daines (R-MT) introduced the Deregulating Restrictions on Interstate Vehicles and Eighteen-Wheelers (DRIVE) Act (S. 2671) to prohibit the FMCSA from promulgating any rule or regulation mandating speed limiters on large commercial motor vehicles (CMVs). An identical House of Representatives version of the legislation (H.R. 3039) was also introduced earlier this year by Congressman Josh Brecheen (R-OK).

"Montana truckers play an essential role in the Treasure State's economy and ensuring they stay safe on the job is one of my top priorities," Senator Daines said. "Overreaching, out-of-touch D.C. mandates oftentimes make truckers' jobs harder and can even put their lives at risk—I'll keep fighting for Montana truckers and against big government."

"This overreach by the Biden Administration has the potential to negatively impact all facets of the agricultural and trucking industries. I know from experience driving a semi while hauling equipment,

and years spent hauling livestock, that the flow of traffic set by state law is critical for safety instead of an arbitrary one-size-fits-all speed limit imposed by some bureaucrat sitting at his desk in Washington, D.C.," said Congressman Josh Brecheen. "This rule will add one more needless burden and Congress must stop it. For example, if a rancher is transporting cattle in a trailer across state lines, under this rule, the federal government would require a speed limiter device when above 26,000 lbs. Out-of-control bureaucrats are trying to impose ridiculous regulations on Americans who are trying to make ends meet."

"The Montana Trucking Association would like to thank Senator Steve Daines for leading the efforts to inhibit FMCSA from implementing a requirement that trucks over 26,000 pounds have speed limiters. In rural states like Montana, a truck speed limiter will create additional speed differences between trucks and cars, which does not enhance the safety of our highways. Trucks should not be treated differently than cars by governing their speed. Thank you, Senator Daines, for promoting

the decision to let the individual states (who know their roads best), establish the proper speed limit for cars and trucks." – Duane Williams, CEO, Montana Trucking Association

"A mandated speed limiter rule on trucks would cause rolling traffic jams on many interstate highways, where there's varying terrain or when trying to pass two or more governed trucks. The resulting speed differentials between governed trucks and private vehicles will reduce highway safety. Thus, the National Association of Small Trucking Companies heartily supports the DRIVE Act. NASTC is very pleased to see this bill introduced in the Senate, and we thank Senator Daines for sponsoring the DRIVE Act," said David Owen, President, National Association of Small Trucking Companies.

"Cattle producers have full faith in our highly trained livestock haulers. Adding another piece of government-mandated technology to their trucks will make them less prepared to adjust to road conditions while actually making the roads less safe. NCBA is a strong supporter of the DRIVE Act, and we appreciate Senator Daines

supporting legislation that is backed by livestock haulers and makes the roads safer," said National Cattlemen's Beef Association President Todd Wilkinson.

"The Towing and Recovery Association of America, Inc. (TRAA) thanks Senator Daines for his support in opposition of speed limiting devices. We appreciate that he shares our concerns regarding responder and motorist safety. Any proposal that prevents operators from adhering to state Move Over Laws, limits their ability to react to roadway hazards, or has the potential to increase interactions and crashes is dangerous to responders and the motoring pub-

lic," said Cynthia J. Martineau, Executive Director of the Towing and Recovery Association of America.

Organizations Opposed to the Speed Limiter Rulemaking

- * American Farm Bureau Federation
- * Livestock Marketing Association
- * Montana Trucking Association
- * National Association of Small Trucking Companies
- * National Cattlemen's Beef Association (NCBA)
- * Owner-Operator Independent Drivers Association (OOIDA)
- * Towing and Recovery Association of America.
- * Western States Trucking Association



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Hirschbach Motor Lines Wins 2022 Gold Carrier of the Year from Chemours

DUBUQUE, IA... Hirschbach Motor Lines, a trucking company based out of Dubuque, Iowa, has won the 2022 Gold Carrier of the Year award from The Chemours Company due to their "excellence in the transportation of Ti-Pure™ titanium dioxide (TiO2) to Chemours customers." The award, which has been given out for the past three

years, was announced on September 12th, 2022. This is the second consecutive year that Hirschbach Motor Lines has won the award and they are one of the few companies to receive the award from Chemours.

Hirschbach Motor Lines CEOs Brad Pinchuk & Richard Stocking had this to say about the award:

"On behalf of everyone at Hirschbach, we are honored to have been awarded Chemours Gold Carrier of the Year for the 2nd consecutive year! We're proud of this accomplishment and are committed to becoming an even more valued partner in the years to come!"

Also cited in this award was the company's success with Transparent Commu-

nication, another one of the company's key values. Hirschbach's focus on communication has been greatly received by all their customers and was one of the key factors in Hirschbach's winning the award. For Hirschbach, open and honest communication is one of their key focuses when it comes to business and that focus is paying off now.

Founded in 1935, Hirschbach Motor Lines is an industry leading transportation carrier. Hirschbach offers experienced, refrigerated truckload services to all 48 states. In addition, Hirschbach offers clients a complete range of dedicated transportation solutions and a wide range of innovative specialized services. The business continues to grow. With the addition of JCT, the company now has a fleet of 3,000+ trucks and 5,000+ trailers, multiple terminal locations, and continues to expand into new service areas. For more information, visit www.hirschbach.com

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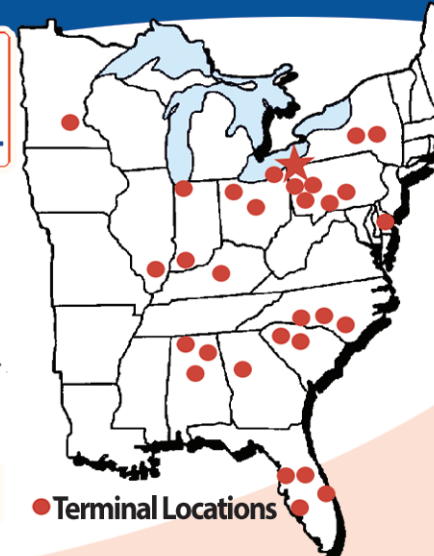
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November 4 – Shore Good Truck Show & Pull – Tuckahoe Steam and Gas Show Fairgrounds, 11472 Ocean Gateway, Easton, MD. Big Rigs, Dump Trucks – Judged Truck Show, Vendors, Music, Food. For more info call 410-819-3153.

February 2-3, 2024 – Mid-West Truck & Trailer Show – Peoria Civic Center, Peoria, IL. Call 217-525-0310 for more info or visit www.midwesttruckshow.com

March 21-23, 2024 – 51st Annual Mid-America Trucking Show - Kentucky Fair and Expo Center, Louisville, KY. For more info visit www.truckingshow.com

May 3-4, 2024 – Midwest Pride In Your Ride Truck & Tractor Show – Tri-State Raceway, Earlville, IA. All proceeds benefit the American Cancer Society. For more info call 563-923-3724 or visit www.midwestprideinyourride.org

June 6-9, 2024 - Wheel Jam Truck Show - South Dakota State Fairgrounds, 43118th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com or phone 605-354-2809

June 21-23, 2024 – Kuhnle Motor Sports Canadian Style Truck Uphill Racing – 8233 Sidley Rd., Thompson, Ohio. For more info, go to www.kuhnlemotorsports.com

July 11-13, 2024 - 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/>

August 2-4, 2024 - 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

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From The Chaplain's Desk



by Ron Fraser,
Transport For Christ
President

The Road of Least Resistance

It is common for people to take the easy way, the path of least resistance. They allow themselves to be blown along with the prevailing cultural wind, whether in fashion, sports, art, music, politics, or sadly, ethics and morals. Taking no thought to their course or direction, they follow

We have been called to come out of this world. God wants us to find a course contrary to the prevailing and normal way of life that seems right to those in the world. The prevailing winds of this Satan-inspired world sweep millions along in its intense velocity. It is beating against us all the time, and the struggle to resist is wearying. Out of sheer exhaustion, some give in to these winds and conform

to their whispered suggestions. It is especially easy to succumb to them when surrounded by peers, employers, friends, and neighbors who want us to follow them and their way of thinking. It is just far less stressful to go along.

The force that is in the world—dominant, popular, and widespread—is contrary to God. If we desire to obey God, we must face it and overcome it, having enough strength to endure its ceaseless, insistent pressure to return to its easy lifestyle.

However, we are not to conform to the course that the world takes. Instead, we are to set our GPS to follow a different route, obeying God and rejecting the popular trends of this world when they disregard His way of life. This means that we must take the time to consider and decide where we want to end up. What is our final destination to be? Where do we call home? Then, we have to learn to make right choices so that we will one day arrive there. The first being to accept Jesus Christ as your Savior.

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

ATA's Statement on President's Visit to UAW Picket Line

Washington, DC... ATA President & CEO Chris Spear released this statement on President Joe Biden's visit to Michigan on Tuesday to join the United Auto Workers' picket line:

"President Biden has escalated this conflict. This is nothing but political theater.

"Rather than mediating a swift resolution, the President has chosen one party over the other. This affront to U.S. businesses is already killing supply chain jobs and upending livelihoods.

"He ran as a uniter but is now using the bully pulpit to stoke division."

"Is this what the most pro-union president in history wants for America? Putting companies out of business, people out of jobs, work stoppages and now crippling strikes? If this is our future, we want nothing to do with it.

"Does anyone think demanding a 40% pay raise is reasonable, let alone realistic? Nor is a four-day work week,

paid at 40 hours. How exactly do you assemble vehicles without your employees present?"

"The UAW needs to stop showboating off the heels of this administration's union-biased agenda, come to the table, and put our nation's economy first."

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A Likely Story - Senior Discount



By Roger Clark

The first time I was offered a senior discount,

it was 1997. I was in my forties. The first time I ever asked for one in 2017, they thought I was in my forties. Recently at the Golden Arches, I asked what age qualified for a senior discount, and the high schooler behind the counter said anyone over forty. Then she asked me what was so funny.

Cursed with good looks, I'm blessed with a youthful appearance I don't deserve. Just ask

my jealous siblings, napping grandchildren, loving wife, or angry neighbors. Lately they've all been waking up when I leave for work at 1:30 in the morning. But don't blame me, it's Harley Davidson's fault.

My current employer is the merge of four different carriers, and the result three years later is unrelenting chaos. Headquarters is in the Iowa shadow of Omaha, Nebraska. Operations is in Chicago. The Recruiting Department is in Virginia. Payroll is based in St. Paul, and Dispatch is now back in Kansas City, where

they've been short-handed since April.

I've had 17 Driver Managers in 48 months, and the turnover rate is higher than it is for drivers. Some have been good. Others not so much, but I've had a single bit of advice for each one. Whatever you do, I've said, don't unpack the whole U-Haul! They all laughed. Until they didn't.

In four years, I've racked up 500,000 miles, and no accidents or tickets. But it hasn't been without some controversy. A few logbook violations, here and there, and a prison sentence for getting

caught with a phone in my hand, but nothing more serious than that. Well, okay, I didn't really go to jail, but they did say a repeat offense would land me in the unemployment line.

The good news was, I learned all about a girl named Siri, and now use her more religiously than the government uses our money. The bad news is, if I have to listen to the 'hold' music from dispatch more than fifteen minutes, I think about driving off a cliff. Luckily for me, Kansas doesn't have any.

Which brings me to the subject at hand. Whenever a new route becomes available, current employees get first crack at the job, and that's what happened. I put in a bid, and was summarily rejected, because I lacked any seniority. But wait, I countered, I AM the senior driver in our division. How could I be rejected?

When their explanation sounded insincere and hollow, I got mad, and wrote a nastygram

to company executives. I also applied for a new job. Several, in fact. Every one of them were impressed with my background, and each had to communicate with my current employer, which in turn set off alarms near the water coolers in Homewood. One thing every manager in trucking knows is it's way cheaper to keep a driver than replace them. And one thing veteran drivers know, it's way easier to keep a job than it is to go find one. Especially a good one, so my seniority was restored, and the bid was acknowledged without further conflict.

I'll never be Driver Of The Year. I'll never be recognized until my picture is on the wall at your local post office. I won't even get a senior discount at the company store because I'm as crazy as the people running this outfit, and we ride for the brand together. It's not always fun. It's rarely ever easy. It's not even profitable, some days, but this is how we succeed together.

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MOVIN' OUT

Working Show Truck Of The Month

Justin Martins – RSK Enterprises



ny. He also credits Paul at Apex Fleet Maintenance for keeping his rides shining for those trips into the sandbox! Justin thanks his late father most of all, for getting him into trucking, and he's definitely making him proud every time he leaves the yard in this fine 389.

Movin' Out applauds Justin for all of his efforts by choosing his Peterbilt 389 as our November Working Show Truck of the Month.



By Robert Conrad
Dump truck work in New England is very competitive and Justin Martins tries to stay one step ahead of the competition. This Rhode Island native says he got into trucking at a young age, going to work with his father on Saturdays when he wasn't in school. Justin quickly fell in love with trucks & the trucking life and knew that's what he wanted to pursue as a career. His dad started RSK

Enterprises, and when he passed away in 2016, Justin took over the business and has been running it ever since. His trucks are a familiar sight on the roads of New England, and they are always shining in honor of his dad's hard work and the passion for trucking that he instilled in Justin. The latest RSK ride is this 2019 Peterbilt 389 flat top that pulls a brand new East Genesis aluminum dump trailer. The truck

has "Cali hook ups", a full air ride front end, and extra roof lights sitting above the painted drop visor. The creamy white cab & sleeper feature some cool pin striping done by Larry Hook out of Cumberland, RI, and it's all complimented by the deep red fame, fuel tanks, and full fenders. Justin wanted to send a big thank you out to his brothers, Brett & Garrett, for helping him continue to grow his dad's compa-



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Qty 7 - New 25XPL, 25-Ton (Qty 3 - with Hydraulic Ramps) Both Red and Black.



Qty 40 - 42' Wabash-Dry Vans, 42'x96"x12'5", 2- 10' E-Track Rows at 24" & 54" Heights, Tire Inflation System, Aluminum Cross Members in Bay Area. (2011/2012 Sheet & Post, 2014/2016 are HBR).



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



Qty 9 - New Transcraft DTL-2100, 48'x102", Main Deck Length 38', Winch Track on Roadside, Tie Bar on Curb Side.



Qty 50 - 2024 Vanguard VXP Plate Vans, 53'x102"x13'6", 110" Inside Height & Door Opening, Sliding Doors, Air Ride. Also Available w/ Skirts and w/ High Base Rail.



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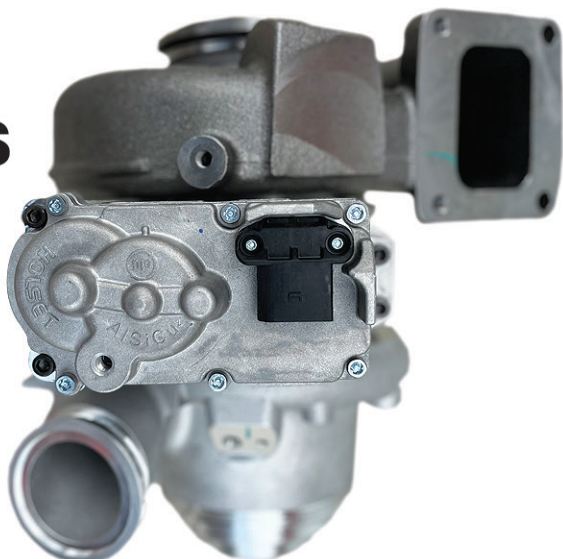
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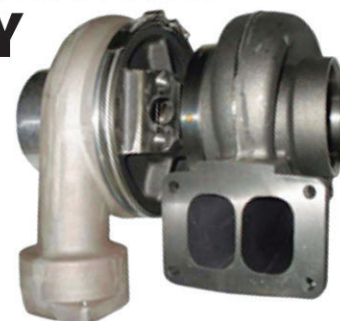
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