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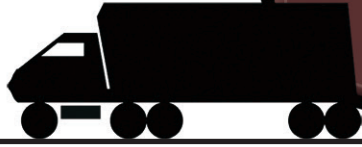
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“THE JOURNAL OF THE TRUCKING INDUSTRY”

Carlisle Truck Nationals – A Summer Tradition!



Bryan Lambert's 2019 Peterbilt 389 won the Movin' Out's Choice trophy at the show. - photo by Steve Pollock - Turn to pages 14 & 15 for more photos and story.

Moving Forward — Acquisition And Appreciation

Trinity Logistics Joins The Burris Family, Planning
National Truck Driver Appreciation Recognition



Donnie Burris, CEO of Burris Logistics, shakes hands with Jeff Banning, CEO of Trinity Logistics as the companies unite.

In April of this year, Burris Logistics announced the acquisition of Trinity Logistics, a top 25 freight brokerage firm and successful, 40-year, 3PL operation. “Our two, Delaware-based organizations are only 27 miles apart, but we are even closer in our common corporate values,” shares Nick Falk, President of Trinity Logistics, when describing the many opportunities that inspired the acquisition. “These two,

family-owned enterprises have parallel cultures based on servant leadership. This passion, and a mission to deliver creative logistics solutions, grew Trinity to a team of over 300 and

continued on page 2

Heskins, LLC – Safety Is Their Business



Heskins' Egress GID Hazard 50mm tape.

By Steve Pollock

EAST BUTLER, PA.... Nearly every product made by Heskins, LLC in East Butler, Pennsylvania is used for safety. The company is America's largest manufacturer of non-slip tape, floor markings and DOT conspicuity tape.

Heskins was founded in the United Kingdom in 1997. The company originally served the

construction industry in the United States from its European base, making anti-slip materials for construction vehicles. As their markets grew, Heskins was shipping a tremendous amount of product to the USA.

The overseas shipping was very costly, so in 2009, when an opportunity presented itself to obtain a warehouse and manufacturing facility in the

USA, Heskins moved to East Butler, Pennsylvania, which is located about 40 miles north of Pittsburgh.

2013 proved to be a pivotal year for the company – sales were growing, and the company purchased new machinery to accommodate the increased business. The company also changed its name to Heskins, LLC. In 2015, Heskins earned their ISO 9001:2015 Standards Certification.

Probably the one product Heskins is known best for is their DOT C2 Conspicuity Tape. This tape meets all U.S. DOT requirements and can be custom manufactured with the customers logo or wording embedded in the tape, adding a unique touch to any semi-trailer.

Heskins also offers 3 grades of anti-slip abrasive tape for use on any area that may present a falling hazard, particularly flatbed trailers, steps and work areas. They also make 3 specialty tapes such as galvanic corrosion prevention tape

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Moving Forward — Acquisition And Appreciation

Trinity Logistics Joins The Burris Family, Planning National Truck Driver Appreciation Recognition



Burris Logistics is prepared to offer the best resources and solutions to your shipping challenge.

grown significantly this past year,” continues Nick in a recent interview in an industry publication. “We have grown 137% through a combination of direct sales and acquisition. Customers are looking for partners that can simplify their lives. Burris, with the addition of Trinity, is uniquely positioned across all aspects of the supply chain to provide high-touch and real-time customer support.”

Both the Trinity and Burris teams have dedicated technology resources, believing that IT solutions will be significant aspects in the future of supply chain profitability. Real-time data, transparency and customer-centric control will be the focus of proprietary solutions being developed by the combined teams. “We plan to grow our technology platforms to attract new customers, carriers and agents,” confirms Nick.

As the acquisition continues to evolve, the experience will remain seamless for team members, customers, carriers and the large network of agents for both organizations. “All aspects of the Trinity community will find that familiar team members and procedures are remaining in place,” outlines Billy Banning, outgoing President of Trinity Logistics. “Burris is an asset-based 3PL, offering everyone greater credibility

and flexibility in closing new prospects. We are excited to have found the right partner in Burris.”

Among familiar traditions that will remain in place is the Annual Truck Driver Appreciation Week celebrations currently in the final planning stages at Trinity. Part of the national recognition the runs from September 8 – 14 of this year, Trinity is planning to do their part in recognizing the 3.5 million professional drivers that “moves America forward.” “In addition to participating in the recognition of truck drivers at all Burris locations and select truck stops around the country, we are having our annual gathering at our corporate offices here in Seaford,” shares Sarah Ruffcorn, COO of Trinity Logistics. “We will be bringing back our popular food trucks, entertainment and family-focused fun. In addition, we are doing outreach to our agent partners and their carrier networks to truly convey our appreciation for the men and women drivers who have dedicated their lives to enriching the lives of those we serve.”

For more information about the Trinity/Burris merger and plans for Truck Driver Appreciation Week, see their ad on the back page of this month’s Movin Out or visit trinitylogistics.com or follow Trinity on social media.



Trinity Logistics offers a wide variety of freight shipping options, including international services.

continued from page 1
network of more than 100 agent partners.”

As part of the vision behind this announcement, Trinity Logistics will take over the operations of Burris Freight Management, a service line of Burris Logistics, that provides freight brokerage services and specializes in handling temperature-controlled shipments. The well-known Trinity brand will remain, along

with many aspects of this successful operation.

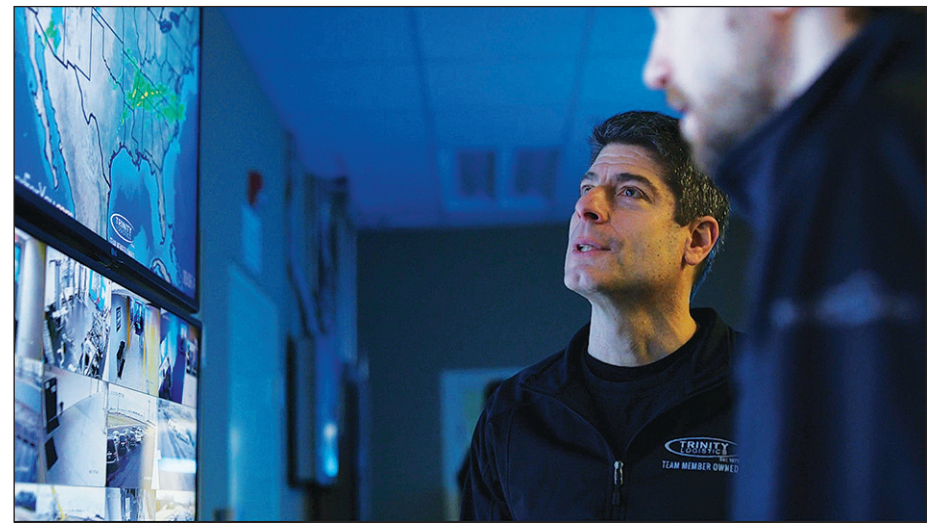
“We are pleased to welcome the team members, agents, customers and carriers of Trinity Logistics to the Burris family,” shares Donnie Burris, CEO of Burris Logistics, in a statement announcing the acquisition. “The strong Trinity brand will remain in place, and their team will continue to focus

on providing high-quality logistics, with the additional resources of our transportation assets and supply chain solutions.”

“The vision behind this acquisition began with a conversation between the leadership of both organizations,” continues Nick. “It became clear that a merger of our joint resources would spur growth for both enter-

prises and allow us to provide total end-to-end supply chain solutions to shippers.”

Burris, a \$3 billion organization with 16 cold storage facilities, more than 250 trucks and over 1,700 employees, has added a 10,000+ carrier network and five regional service centers with the purchase of Trinity, to become a major player with the tools and resources to meet market demand. “Our business has



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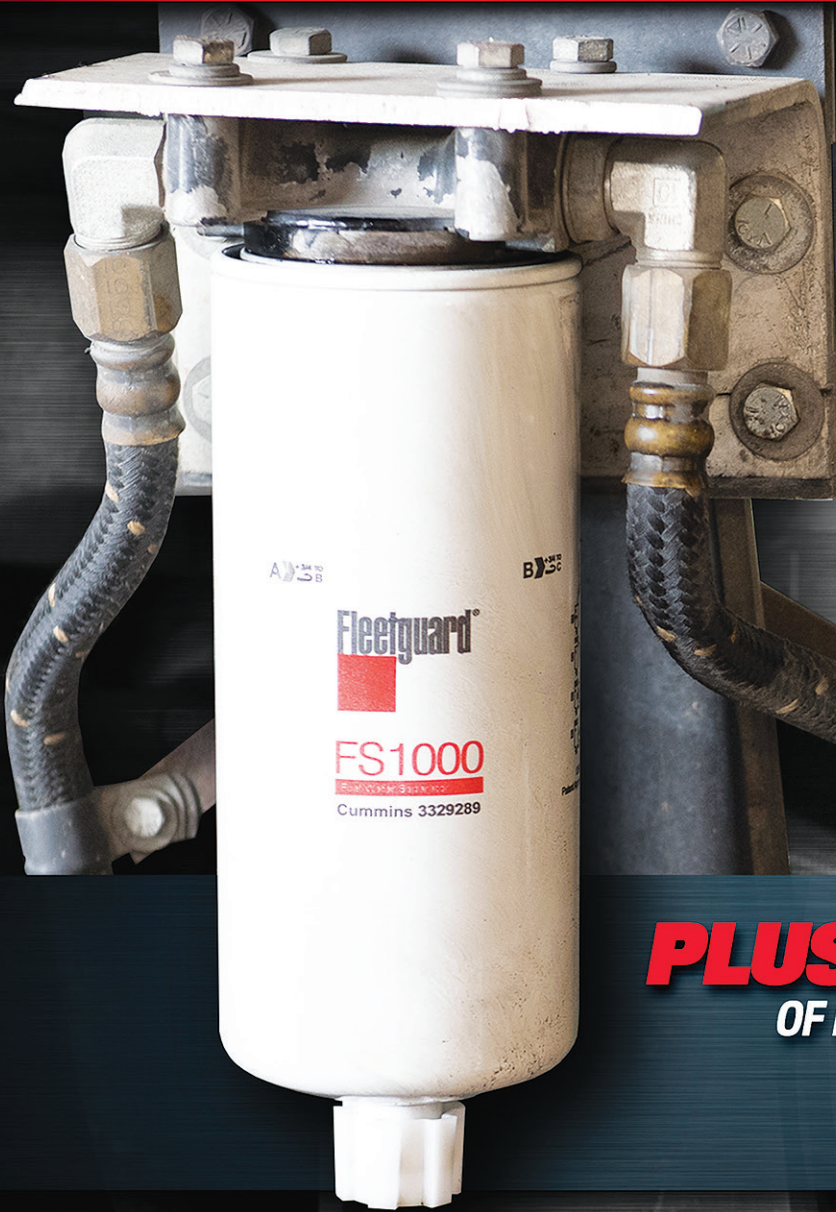
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Off The Beaten Path



by Pam Pollock

She Has The Soul Of A Mermaid...



Our family recently returned from a last-minute planned vacation to Ocean City, Maryland. We had no vacation scheduled for this year but back in June, our oldest granddaughter Mackenna expressed extreme sadness - her kindergarten class had drawn a photo and wrote what they were doing over the summer. "I wrote that I *might* go to the beach," she said. "It's a good time I didn't say I *was* going..."

Well, when I found out that, of course Gaga had to move heaven and earth to give the grandkids another memorable vacation. The ocean was calling - and we must go! Thankfully, Steve is the best husband, Dad and Pap - and although the beach is not his idea of relaxing, he gave me the green light to make Mackenna's wish come true.

Although I can't swim, I love the ocean. I love to hear the sound of the waves crashing. I am not a people person and get very stressed and overwhelmed when I am in large crowds. I prefer to rise before dawn and walk down to the shore. It is so exhilarating to let the water lap my feet. I watch the birds in flight as they circle the sky as the sun slowly rises from the ocean. I search for seashells and snap hundreds of photographs. I can truly relax and just be one with the water.

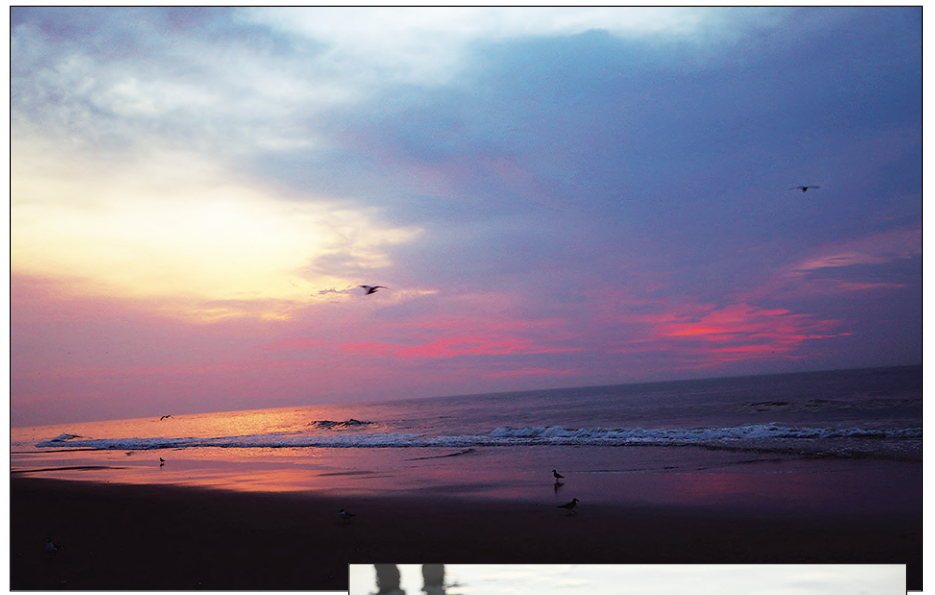
My favorite place is to go over to the Assateague National Seashore. I love seeing the wild horses that live on the island. We always go right before nightfall and build a bonfire on the beach. For the past two years, we have discovered the joy of ghost crabbing and much hilarity results from us chasing hundreds and hundreds of crabs with our little nets.

My grandchildren and I share vivid imaginations. We believe in fairies, unicorns and of course mermaids! The girls had a quick photo session on

the beach as mermaids, which made my soul giddy with delight. We had to share the sand and ocean with too many people in swimsuits - but in our hearts, they WERE mermaids,

emerging from under the sea. Declan had a King Triton merman tail, but he chose to keep his "land legs".

Our trip was over way too soon, but I have memories



and photographs that will last a lifetime. I am so thankful that I have four amazing and inspiring grandchildren who keep me young at heart and take me along on exciting and fun adventures. The ocean called - and we answered. Keep calling, ocean, keep calling.



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PGT Trucking Premier Professional Logs Over 1 Million Safe Miles



By Steve Pollock
NEVILLE ISLAND, PA...
I recently caught up to Professional Truck Driver Larry Dworek at Tri-State Trailer Sales on Neville Island, PA. Larry was inducted in 2015 as one of PGT Trucking's Premier Professionals, an exclusive group recognized for safety and

performance at PGT Trucking. Larry remains among the Premier Professionals with well over 1 Million Safe Miles and over 20 years at PGT Trucking. When he was inducted, Larry received a brand-new LoneStar tractor and Reitnouer Big Bubba flatbed with a Vango tarping system.

Larry pulls two 53' flatbeds across the Ohio and Indiana Turnpike, where they are permitted. He usually leaves North Lima, Ohio to Gary, Indiana and back. Keep up the good work, Larry! It won't be long until you hit 2 Million Safe Miles!

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High Performance Diesels with Bruce Mallinson

Testing products with owner-operators; for 42 years I have found that owner-operators will tell you the truth about how a product performs on their truck. There is no B.S., if the product makes a change, good or bad, they will tell you. Nobody knows their truck better than the man who owns it, drives it, and sleeps in it every day. Over the years many products have been tested this way at our shop and I must say we have been very successful with owner-operator testing. If 6

owner-operators from different parts of the country, driving different trucks, pulling different trailers all get favorable results from a new product or tune, chances are 99% of the owner-operators will like the product. The OEM's test with fleets, wait for results, analysis the hell out of them, then have many board meetings to discuss the results, only to get it tabled because it's going to add a few dollars to the cost of manufacturing an engine. As a small company that likes

to do things in a big way, we by-pass all of that and go right to the man that is going to purchase the product. A prime example was the mercury filled engine balancer; 6 owner-operators noticed their engine was smoother. The same is happening right now with the Max Mileage fuel catalyst, several hundred owner-operators are testing it and 99% have noticed a decrease in engine noise, a decrease in re-gens, a decrease in DEF consumption, more power or torque,



ting your engine breathe in the past, but it's never bad for a little reminder. Air flow is extremely important for the performance and reliability of your engine, so why not replace that dirty paper filter? We recently had a customer who brought his truck to the shop complaining of low boost, high EGT, and poor performance. It didn't take us long to see an elbow for the intake piping had collapsed inward due to extreme air



and several are gaining fuel mileage. The Paccar engine as of now is gaining the most in fuel mileage. The ISX with full emissions has gained many miles per tank of DEF that the DEF savings is more than paying for the Max Mileage. The DD4 Detroit is quieter and the torque is increased. The DD13 and 15 Detroit are seeing a decrease in re-gens, less DEF used, and more pulling power. We are even getting favorable results on 3406-E and C-15 Caterpillars. The Acert Cats will really benefit from Max Mileage because the wet soot they produce called "Acert snot" will be decreased by 60% or more in the intake manifold. Duwayne Ehrke, my good snowmobile friend and fellow trucker is going wild with the catalyst, he gained 35 miles per tank in his 1995 Harley Davidson Road King. He is putting it in his family's Model T Ford, and they love the results. He is using it in lawnmowers, and he will soon be a stocking dealer in Wisconsin and his phone number is (920) 723-7901. This winter he and I will have the Max Mileage in our snowmobiles. T&E Service Co. in Kansas City just became a stocking dealer and they are also a remote tune dealer for Pittsburgh Power.

Patricia Diak, east of Toronto, Canada has been in the chemical business for 35 years is also a stocking dealer, her number is (613) 808 1957. She is a long-distance Harley Davidson rider capable of spending 16 hours a day on a Harley and her husband drives a tri-axle dump truck using the Max Mileage catalyst.

C.D. Martin, phone (417) 850-2830 out of McPherson KS, has the Max Mileage in stock at his shop and also delivers it to you on his route to Kingman, AZ every Tuesday then back through Denver. He has gallons in his truck and will meet you along the way. Another one of our dealers is Turnaround Express, Josh is the mechanic, Jeff it's the owner and his cell is (660) 651-0910. He is out of Moberly, MI on Rt. 63 just north of Columbia. If you need any truck work his mechanic Josh is top notch, and they are also part of the owner-operator snowmobile conference. This chemical works, if you're not using the Max Mileage you are missing out on all of the benefits I have been talking about.

We've talked a lot about let-

restriction. Not only that, but it actually created a dime sized hole in the rubber, possibly letting debris into the engine. It turns out his filter had not been replaced in years and it was filthy. The truck might as well have been trying to suck air through a tiny plastic straw. We understand it's easy to overlook air filters, but it only takes a few minutes to inspect them. Better yet, buy a Fleet Air Filter and get in the habit of washing it every 20,000-50,000 miles depending on how it's used.

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

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Another Attack On Small-Business Truckers

Small-Business Truckers Concerned About Their Livelihoods - Trial Lawyers Only Concerned About Their Bank Accounts, Not Highway Safety

Washington, DC... The Owner-Operator Independent Drivers Association adamantly opposes recently introduced legislation that would drastically increase insurance costs for our nation's small-business truckers. According to OOIDA, H.R. 3781, the INSURANCE Act, would effectively put countless small-business truckers out of business. OOIDA is the largest association representing the interests of small-business truckers with more than 159,000 members nationwide. Introduced by U.S. Representatives Chuy Garcia

(IL-4) and Matt Cartwright (PA-8) on July 16, H.R. 3781 would require truckers to carry nearly \$5 million in liability coverage. The current requirement is \$750,000, although most truckers have at least \$1 million in coverage. "There's no correlation between insurance coverage and highway safety," said Todd Spencer, President of OOIDA. "This bill would do nothing more than make trial lawyers even wealthier at the expense of our nation's small-business truckers." In a letter, OOIDA points

to a report conducted by the John A. Volpe Transportation Systems Center, which was commissioned by FMCSA and required by MAP-21.

"Volpe concludes that more than 99 percent of truck-involved crashes are covered by today's limits. And in some cases, those that exceed today's limits are usually covered by additional insurance or assets," said Spencer.

OOIDA is also concerned about blatant conflicts of interests that are all too common in D.C.

"Rep. Cartwright's family law firm boasts about suing trucking companies for gobs of money. That's what they do. Considering trial lawyers generally receive 30 to 40 percent of a settlement - and in some cases much more than that - his interest in this issue is crystal clear: money," said Spencer.

OOIDA contends there's plenty of other issues Congress could tackle that would actually improve highway safety.

Understanding Oil Contaminants



by Tom Bock

In 17 years with Oil Purification Systems I have learned that when you tell people that oil itself does not breakdown (that it becomes contaminated and the additive package depletes due to acid formation, heat and liquid contaminants), that only a few people that will believe that by removing the contaminants the oil life can be extended.

At this year's trade shows, I witnessed owner operators who grasped the concept and have extended oil drains over 200,000 miles or more. It is challenging to explain this to potential OPS customers only to be met with "oil breaks down", "oil is cheap" "you are only saying that to help them sell their system" etc. The frustration I see on the faces of those who get it and are only trying to help explain their own experiences to open the eyes of the non-believers would fill volumes. All I can say to the believers is not everyone is capable of "changing their thinking instead of their oil" and thank you for your support.

For the non-believers read on and maybe you will become

enlightened.

Modern diesel engines are designed to operate with tolerances between 10 to 22 microns to allow for oil film and additives to prevent metal to metal wear. That means particles in the 10 to 22-micron size range are most likely to damage engine parts when they become trapped between the moving parts that are under load forcing oil film to collapse etc.

Particulates smaller than 10 microns will pass through the clearances without causing any damage or wear to the load bearing surfaces and will actually polish the surfaces. Controlling the abrasive contaminants in the range of 10-22 microns in lube oil is necessary for controlling engine wear.

Standard full flow filters cannot remove particles below 20-40 microns as this would restrict oil flow, starving engine and reducing flow rate required to lubricate and cool the engine components.

A bypass type filter will allow a small amount of oil to pass through a much finer 2-5-micron filter media without affecting the normal lubricating system etc. This allows filtration levels that will remove all the wear damaging causing particulates. Controlling the damage causing particles will increase engine life by virtually eliminating wear.

The oil however can still cause wear damage to an engine in the form of acid, oxidation, and corrosion that will pit parts, breakdown seals and gaskets causing internal engine

damage. The oil is formulated to counter the effects of acid formation but a system that removes the water through evaporation of water, a key ingredient in acid is the best way to prevent this type of damage.

You could change oil every day or so to increase engine life, but this would not be practical or cost effective in the long run. Keeping the oil clean while the engine is operating is the key. Using a fluid cleaning technology that removes all the damaging solid and liquid contaminants from oil is the best solution.

If you do not have a bypass system capable of filtering out the solid contaminants to the under 10-micron level, get one installed. If you do not want to extend oil drains, you will still reduce engine wear and extend useful engine life. Start an oil sampling program and find out what is really happening in your engine. It is low cost and reaps massive benefits.

If you want to extend oil drains, you will have the knowledge and confirmation of oil quality received from the samples. You can slowly increase drains if you wish. If not, you will still have a better running engine. However, it is recommended that you use a system that removes solid and liquid contaminants for the best protection for your engine, if extending oil drains is your ultimate goal.

If you have any questions you would like to see answered in this column, please email me at tbock@horizoncp.biz



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Latest Trucking Industry News

New Hours Rules Mean Smarter, Safer Choices For Truckers

OOIDA: "It's about freakin' time." Literally.

Washington, DC... A common sense approach has finally been proposed by the federal government regarding how long truck drivers work and drive. The Owner-Operator Independent Drivers Association thanks the Federal Motor Carrier Safety Administration for listening to truck drivers' concerns and including provisions that make it easier for them to avoid heavy traffic, bad weather and other less than ideal situations.

"Truckers have families and want to get home safely just like everyone else. They are the most knowledgeable, highway safety advocates and the agency's proposal, overall, recognizes that fact," said Todd Spencer, President of OOIDA.

The newly announced proposed rulemaking includes expanding the short haul air-mile radius from 100 to 150 air miles, extending the short haul duty period from 12 to 14 hours, modifying the 30-minute rest break to only apply after 8 hours driving, the creation of an "adverse driving" provision, the ability to stop the 14-hour clock, and options for drivers to split their time, commonly referred to as a split sleeper berth provision.

"Over the past decade, truck drivers have been more regulated than ever, and more compliant than ever, and yet crashes are going up," said Spencer. "We have pushed for flexibility in hours of service regulations for years, long before the current Administration. We do thank Administrator Ray Martinez for his commitment to the issue and for listening to those that actually drive trucks for a living."

The Association points out that truckers are expected to comply with a litany of regulations while meeting the needs of shippers and receivers that are often oblivious to those rules. Reports on delays show that it's common for drivers to wait 30-40 hours per week to be loaded or unloaded by customers.

"There may not be a one-size fits all solution, but the proposed changes are a positive start since truckers don't have any control over their schedules or traffic conditions. For too long and too often, they find themselves in unsafe circumstances because of current, overly restrictive rules that decrease highway safety."

"We thank our members for their participation in the process and encourage them to remain proactive in making comments and communicating with lawmakers on this and all issues that affect them," added Spencer.

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 160,000 members nationwide. OOIDA was established in 1973 and is headquartered in the greater Kansas City, Mo. area.

ATA Hails Release of Proposed Hours-of-Service Improvements

Arlington, VA... The American Trucking Associations hailed proposed changes to the hours-of-service rules as a way to improve safety on our nation's highways while providing additional flexibility for professional drivers.

"Secretary Chao and Administrator Martinez are to be commended for their commitment to an open and data-driven process to update the hours-of-service rules," said ATA President and CEO Chris Spear. "We look forward to studying and understanding how these proposed changes will impact our industry so we can provide relevant data and information to strengthen and support a good final rule that bolsters safety and provides drivers needed flexibility."

The rule, released by the Federal Motor Carrier Safety Administration today, proposes several changes to the hours-of-service rule, but maintains the regulation's core principles.

"In the 15 years since the last major revisions to the hours-of-service, we as an industry have learned a great deal about how these rules impact our drivers," said ATA Chairman Barry Pottle, president of Pottle's Transportation. "The valuable experience and data we've gained over that time will make it easier to provide flexibility for drivers to get additional rest and find parking while keeping our highways safe."

"ATA intends to fully review these proposed changes so we can shape a strong rule for our drivers, our industry and the motoring public," Spear said.

Trucking Industry Revenues Top \$796 Billion in 2018

Arlington, VA... The American Trucking Associations released the latest edition of its annual data compendium—ATA American Trucking Trends 2019—which showed that the industry's revenues jumped to \$796.7 billion in 2018, up from \$700.1 billion the previous year. "2018 was a year of dynamic growth for the trucking industry," said ATA Chief Economist Bob Costello. "Trends is a simple, one-stop resource to see where our industry is so executives and policymakers can make informed decisions about where it is going." Among the other findings in Trends: In 2018, trucks moved 11.49 billion tons of freight, 71.4% of the nation's tonnage freight.

•Trucking's revenues accounted for 80.3% of the nation's freight bill.

•Trade—especially with Mexico and Canada—is very important to trucking. Trucks moved 67.4% of surface freight between the U.S. and Canada—up 3.6% in 2018—and 83.5% of cross-border trade with Mexico, up 10.2% from the previous year.

•There are 7.8 million people employed in trucking-related jobs, up 100,000 from the previous year. This includes 3.5 million professional drivers.

•Women make up 6.6% of the industry's drivers and minorities account for 40.4% of truckers.

•Most carriers are small companies—91.3% of fleets operate six or fewer trucks and 97.4% operate 20 or fewer.

"ATA believes good decisions are based on good data, and Trends is full of strong data, which is why it finds a home on the desks of elected officials, regulators and executives across the supply chain," said ATA President and CEO Chris Spear. The report is indispensable for use by trucking companies, industry suppliers, logistics providers, analysts, public policy decision makers and many others. ATA American Trucking Trends 2019 is available for sale now at ATA Business Solutions.

ATA Praises DOL Opinion Letter on Sleeper Berth Time

Arlington, VA... American Trucking Associations President and CEO Chris Spear thanked the Department of Labor for issuing an opinion clarifying that time spent in the sleeper berth does not count as compensable time.

"ATA welcomes today's opinion letter from DOL Wage and Hour Division Administrator Cheryl Stanton that concluded time spent by a commercial driver in the sleeper berth does not count as compensable hours under the federal Fair Labor Standards Act, unless the driver is actually performing work or on call.

"This opinion, which is consistent with decades-old DOL regulations, the weight of judicial authority, and the long understanding of the trucking industry, clears up confusion created by two recent court decisions that called the compensability of sleeper berth time into question.

"ATA commends Acting Secretary Pizzella and Administrator Stanton for adopting a straightforward, plain-language reading of the law, rather than the burdensome alternative interpretation embraced by those outlier decisions.

"ATA also commends the Department for making guidance like this available through opinion letters, which provide an opportunity for stakeholders to better understand their compliance obligations prospectively, rather than settling such matters only after the fact, through costly and wasteful litigation."

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Southern Haulers Honors 2018 Safe Drivers



By Steve Pollock

Safe drivers from Southern Haulers were recognized and honored this past spring during the Company's Annual Safety Awards banquets. These meetings were held near terminals in Calera, Alabama; Brewton, Alabama; Mobile, Alabama; and Hartselle, Alabama. In addition to a catered breakfast, each terminal held a safety meeting with the Terminal Managers as speakers. Award winners received cash and premiums for their consecutive years of safe driving. Drivers Marvin Martin and Rickey Qualls from the Brewton, Alabama terminal received Million Miler awards.

Southern Hauler Safe Drivers:

Brewton, Alabama Terminal:
 1 Year Safe Driving: Harold Averette; Jimmy Dumas, Jr.; Willis Fuqua; Steven Ray
 2 Years Safe Driving: Timothy Franks
 3 Years Safe Driving: Lynn Jerkins; Derek Raines
 4 Years Safe Driving: James Ballard, Jr.
 10 Years Safe Driving: Gilbert McGill; Terry Smith
 11 Years Safe Driving: Rickey Coburn; Jack Long, Jr.; Charles McDaniel; Tommy Wallace
 12 Years Safe Driving: Marvin Martin; Rickey Qualls
 Mobile, Alabama Terminal:
 1 Year Safe Driving: Christopher May; Robert McKay; James Price; Eric Swern; Mark Ward
 2 Years Safe Driving: James Bramblett; Alphonso Coleman
 4 Years Safe Driving: Kenneth Philip
 5 Years Safe Driving: Mack Hucherson; Wesley Watkins
 Calera, Alabama Terminal:
 1 Year Safe Driving: Johnny Davis; Jaye Fullerton; Michael Holloway; Joseph Lamb; Kevin

Patterson; James Poe; Michael Tartt
 2 Years Safe Driving: Donald Key; Ernest Hyatt; Donald Lillebo; Jeffery Mundy; Douglas Patterson
 3 Years Safe Driving: Michael Cain; Stony Fairley
 4 Years Safe Driving: Travis Bell; David Sewell; James Vick; Diante Walton
 5 Years Safe Driving: Z Kent Coupland; Marcus Grant; Timothy Sims
 6 Years Safe Driving: Jason Boggs; Robert Brooks; Edward Dailey; Stephen Oliver
 7 Years Safe Driving: Donnie Smith
 8 Years Safe Driving: Donald Barefield
 10 Years Safe Driving: Edward Wilson
 11 Years Safe Driving: Barry Patterson
 12 Years Safe Driving: Mark Verbitski
 13 Years Safe Driving: Carl Mays
 14 Years Safe Driving: Michael Rodgers

Hartselle, Alabama Terminal:
 1 Year Safe Driving: David Angle; Vincent Harvey; Donald LeCroy
 2 Years Safe Driving: Jerry Sandlin
 3 Years Safe Driving: Jerry West; Linda Wilson
 4 Years Safe Driving: Aaron DeMastus; Curtis Lewis; Michole Love; Derwin Nelson; Romeo Suryono
 5 Years Safe Driving: Bradley Williams
 10 Years Safe Driving: Joseph Aultman
 15 Years Safe Driving: Timothy Tice
 Congratulations to all of the Safe Drivers at Southern Haulers.
 Southern Haulers is a premier dump hauler and is a subsidiary of American Bulk Commodities, based in Youngstown, Ohio. The Company also owns R&J Trucking, Youngstown, Ohio and John Brown Trucking, Portersville, Pennsylvania.



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Kenly 95 Petro Opens New State-of-the-Art TA Service Center

TCA Committed to Working with FMCSA on HOS



The Federal Motor Carrier Safety Administration (FMCSA) has released a new Notice of Proposed Rulemaking (NPRM) to make changes to the federal hours-of-service (HOS) regulations. These include granting additional flexibility for drivers utilizing a truck's sleeper berth, standardizing the 14-hour driving window for short-haul drivers, alterations to the 30-minute rest break requirements, and updates to the definition and use of the adverse driving conditions exemption. We are grateful to Secretary of Transportation Elaine Chao, FMCSA Administrator Raymond Martinez, and the entire FMCSA staff for their efforts to understand the legitimate concerns of the industry and work with all stakeholders to enact policy reflecting the true conditions on our nation's highways. TCA President John Lyboldt stated, "We applaud the Agency's efforts to create safety-first, data-driven regulations. The initiative to reduce roadway fatalities represents an industry lift for which TCA is committed to uniting with our federal agency partners."

KENLY, NC... Kenly 95 Petro, Kenly, North Carolina is pleased to announce the opening of its new state-of-the-art Service Center. The new facility is fully climate controlled; A/C and heat in all six service bays with all new state-of-the-art equipment. The service center is 26,000 sq ft. and boasts new DPF (Diesel Particu-

late Filter) cleaning equipment.

"This new shop will allow our ASE Certified Technicians to serve our customers in a much more efficient manner," says

Ernie Brame, general manager. "We are excited to now be able to offer DPF cleaning in addition to our current service offerings."

Kenly 95 Petro is

located at I-95 & Exit 106 in Kenly, North Carolina and is part of the Iowa 80 Group, based in Walcott, Iowa.

The Truckload Carriers Association (TCA) is pleased to see that FMCSA will be soliciting input from the public, and we look forward to submitting our comments on this NPRM. We also encourage all TCA members and the wider trucking industry to provide input to FMCSA, particularly using data from electronic logging devices.

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Doing Business In Good Faith



My first job in the diesel industry was at a small service shop along the Allegheny River just north of Pittsburgh. At the time I had around 18 credits of undergraduate legal and business classes under my belt so I knew some of the basics as to how...on paper...a business should be run. This service shop didn't have a ton of policies and forms for customers to sign. Work orders were mostly informal and uncomplicated and sometimes not even signed. The owner operator would communicate directly with a technician and at first, I thought this practice was naive and reckless but when I saw it in action, I saw the beauty in it. A technician and an owner operator would go over the truck and the symptoms of the problem. Sometimes the truck's owner would drive his truck during a road test while the tech would diagnose the problem. Oftentimes the owner would want other problems explored and other services added in the middle of the job and if the schedule allowed it and before the bill was worked up the technician would update the work order. This simple and informal system worked great as long as everyone stayed honest and the tech was able



Burned through ground supplies and melted solder indicate that this DDEC got fried through its grounds.

to put enough hours on a job to provide enough time for both sides to understand what needed fixed and to understand each other.

The biggest disadvantage to this system is the additional cost in labor. The tech has to put time on the job regardless if he's turning a wrench, asking and answering questions, or researching an answer to a question. Furthermore, the amount of communication needed to keep both sides in the loop can vary greatly depending on the job and the people. So, all that needs to be figured into the total cost of the job and given the time it takes to do that is highly variable that means the estimates are also highly variable. Nobody whose asking for an estimate wants to hear the estimate is highly variable. What they want to hear is a low price and to get a low price without sacrificing

the quality of the work the tech has to spend the least amount of time communicating as possible. This can create some problems before, during, and after a job. The responsibly and obligations of both the shop and the owner operator need to be defined. This is especially critical for businesses that are only servicing the engine or part of the engine. The shops warranty policy and follow up tech support and associated fees are a big part of this. Before calling up a shop to...let's say look at your ECM. Look up the warranty and other policies on that shop's website and if you don't like what you see don't do business with them. Keep in mind they are trying to create a rule book to cover every possible scenario. Here is a good example. Yesterday a DDEC that I changed an internal battery on back in 2016 for \$300 was sent back to me. The owner says I

didn't do a good job sealing up the box and water got into the ECM and destroyed it. The ash and melted plastic you see in the photo are what's left of the traces and circuit board around the unswitched ground supply traces. Each ground trace is good for at least 20 amps, so he had to have his arc welder set to at least 75 amps to cause these ground traces to ignite the plastic circuit board. Touching the starter cable against the aluminum case of the ECM will do this too but the only way water could cause this kind of damage is if water was on the outside of the ECM and then was struck by lightning. It could happen...so I'm not calling him a liar but I'm also not going to be buying him a new box.

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

Averitt Express Surpasses Goal To Hire 1,200 Veterans

Cookeville, TN... Averitt Express recently celebrated a major achievement in its ongoing efforts to support military veterans transitioning to civilian careers. After making the pledge in 2016 to hire an additional 1,200 veterans by 2020, the company officially completed its 1,200th veteran hire on July 9, accomplishing its intended goal with over four months to spare.

This adds to the hundreds of veterans that were already employed at the company – including members of the executive leadership team – and all branches of the military are currently represented: Army, Navy, Marine Corps, Air Force, Coast Guard and National Guard.

«We're proud of our team's strong track record of working with military veterans and for being a prime choice for these heroes as they transition to civilian life," said Gary Sasser, Averitt's Chairman and CEO, who himself served in the United States Marine Corps reserves. "The level of leadership, pride and professional experience veterans bring to

the table is a perfect fit with our own culture. That's why we'll continue bringing on more even after achieving our 1,200 by 2020 goal."

Averitt Express is known in the industry for providing fulfilling truck driving careers and on-the-job training for veterans and their families. In addition to weekly driver pay and tuition/transition bonus earnings, service members who are eligible for GI Bill benefits can earn up to \$1,140/month tax free as part of Averitt's GI Bill Driver Training Program. Associates in this program receive six weeks of paid behind-the-wheel training before working alongside a mentor. To qualify, drivers must be at least 21 years old, have a Class A CDL and Post-9/11 GI Bill benefits available, and meet all requirements outlined in Averitt's driving application.

CDL-A opportunities at Averitt range from local and regional routes to shuttle, dedicated, and flatbed freight.

For more information about Averitt, as well as a list of job openings, call 1-888-AVERITT or visit AverittCareers.com.

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More Than 1,600 Commercial Motor Vehicles Removed from Roadways for Critical Brake-related Violations on May 15th as Part of CVSA's Unannounced Brake Safety Inspection Initiative

ATA Praises Choice of Eugene Scalia as Labor Secretary Nominee

Greenbelt, MD... On May 15, 2019, the Commercial Vehicle Safety Alliance's (CVSA) law enforcement members conducted 10,358 commercial motor vehicle inspections focused on identifying brake system violations. Of those inspections, 16.1% of vehicles had brake-related critical vehicle inspection items. Those 1,667 vehicles were placed out of service until the violations could be corrected.

According to the U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA), more than half a million commercial motor vehicle violations in 2017 were related to brakes. CVSA aims to call attention to this serious issue through its targeted brake safety enforcement and awareness campaigns, such as the May 15 unannounced inspection blitz. This enforcement initiative highlights the work that's done by inspectors every day to keep our roadways

safe. Checking brake systems and their components is always part of roadside vehicle inspections.

Inspectors also paid close attention to violations involving brake hoses/tubing:

- There were 996 units with chafed rubber hose violations.
- 185 units had chafed thermoplastic hose violations.
- There were 1,125 violations of 49 Code of Federal Regulations § 393.45 and Canadian equivalent violations that included chafed rubber hoses.
- There were 124 violations of 49 Code of Federal Regulations § 393.45 and Canadian equivalent violations that included kinked thermoplastic hoses.

"Brake hoses and tubing must be properly attached, undamaged, without leaks and appropriately flexible," said CVSA President Chief Jay Thompson with the Arkansas Highway Police. "Because they are such an important

part of the braking system, the failure of hoses or tubing can cause problems for the entire braking system."

Fifty-five jurisdictions in the U.S. and Canada participated in this focused one-day brake safety inspection and enforcement initiative. Participation by law enforcement jurisdictions is voluntary and depends upon availability of staff and resources. Each participating jurisdiction captured and reported its May 15 data to CVSA. Inspection data from Canada and the U.S. featured the following notable results:

- 55 jurisdictions participated – 45 U.S. states and territories and 10 Canadian provinces and territories.
- A total of 10,358 inspections were conducted.
- The U.S. conducted 8,738 commercial motor vehicle inspections; Canada conducted 1,620.
- 16.1% or 1,667 of commercial motor vehicles inspected were placed out of service for brake violations.

• In the U.S., 16.6% of commercial motor vehicles were placed out of service for brake violations.

• In Canada, 13.5% of commercial motor vehicles were placed out of service for brake violations.

• Nearly 84% of commercial motor vehicles inspected did not have any critical brake-related inspection item violations.

According to FMCSA's Analysis and Information Online 2019 calendar year data snapshot as of June 28, 2019, out of 1.8 million inspections, the top five brake-related violations were:

- Clamp or roto type brake out of adjustment (86,296)
- CMV manufactured after Oct. 19, 1994, has an automatic brake adjustment system that fails to compensate for wear (45,594)
- Brake hose or tubing chafing and/or kinking (37,737)
- No or defective ABS malfunction indicator lamp for trailer manufactured after March 1, 1998 (37,343)

• Inoperative/defective brakes (32,125)

CVSA conducts brake-focused enforcement events, such as Brake Safety Day, to identify and remove commercial motor vehicles with dangerous brake issues from our roadways to reduce the number of crashes caused by or made more severe by deficient braking system performance.

CVSA is holding another brake safety enforcement event this year, **Brake Safety Week**, which is scheduled for Sept. 15-21, at participating jurisdictions throughout North America. The week is an annual outreach and enforcement campaign designed to improve commercial motor vehicle brake safety.

Brake Safety Day and Brake Safety Week are inspection, enforcement, education and awareness initiatives that are part of the Operation Airbrake Program sponsored by CVSA in partnership with FMCSA and the Canadian Council of Motor Transport Administrators.

Arlington, VA... American Trucking Associations President and CEO Chris Spear praised President Trump's choice of Eugene Scalia as the nominee for Secretary of Labor.

"I have had the privilege of knowing Gene Scalia for nearly two decades, and as former colleagues, know firsthand his expansive breadth of experience with issues currently facing the 21st century workforce and our nation's economy," Spear said. "Gene also has a deep knowledge of and appreciation for the Department of Labor's mission and responsibilities."

"I have full confidence in Gene's leadership, and believe he is an inspired choice for Secretary of Labor by President Trump."

"We encourage the Senate to move quickly on confirmation, and look forward to working with Gene Scalia as Secretary on issues of importance to the trucking industry, including the critical issue of workforce development."

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ATA's Statement on Highway Reauthorization Bill Release

Arlington, VA... American Trucking Associations President and CEO Chris Spear made this statement after the Senate Environment and Public Works Committee released text of its surface transportation reauthorization bill:

"We thank Chairman Barrasso and Ranking Member Carper for taking this important first step toward reauthorizing our nation's surface transportation systems.

"The strength of our economy relies on sound roads and bridges, as more than 70% of our nation's goods travel by highway on the back of trucks. With the right investment, we can stem America's deepening infrastructure crisis and instead achieve a 21st century infrastructure worthy of the world's leading economy.

"We look forward to working closely with this committee and the other relevant committees on a legislative package that includes the long-term, sustainable funding that our highway programs critically need."

Spare The Rod And Spoil The Child

There's an old saying we have heard throughout the days of our lifetime: "Spare the rod and spoil the child." This simply means to leave off correction and let the child, the person who is inexperienced, go his own way. If a child is left to himself, he is much like a vine left to grow without any training.

So, it is with a human life; it must be trained, it must be taught. Jesus said, "I will not always be with you, but I will send the Comforter, who is the Holy Ghost and He shall call to your remembrance the things I have said. He shall teach you and lead you."

Now, many people are "spared" people. For instance, I met a man who has ugly scars on his body and asked him how these came about. He told me he had been caught beneath an automobile and dragged 100 feet. I looked at this man and said, "Sir, are you conscious that you are a spared man? A God-spared man?"

Perhaps you are, too? God has delivered all of us. He has delivered us in order that we may of service to Him, and that our lives may count for a higher plane of living.



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ery, 2015 International 4300
Small & Medium Wrecker:
 1st: James Ellerman/River Drive Service Center, 2019 Ford F-750

Large Wrecker: 1st: Jacob Richcreek /HJ Towing & Recovery*Operator Pete Trimble; 2015 Kenworth T880; 2nd: Jacob Richcreek/HJ Towing & Recovery, 2015 Kenworth T800; 3rd: Jacob Richcreek/HJ Towing & Recovery, 2019 Peterbilt 389

Construction & Service Truck: 1st: Randy Bostic, 2017 Peterbilt 389; 2nd: Robert Jett, 2015 Kenworth T-270; 3rd: Kenneth Dahler/K&D Contractors, 2005 GMC 5500

Specialty Truck: 1st: Leroy Keens, 1980 Marmon Motorhome; 2nd: Leroy Keens, 1983 Freightliner Mini; 3rd: Dom Folins Construction, 1982. Mack R600

Tractor/Trailer Combo:
 1st: Kevin Hunter/Hunter Contracting, 2003 Kenworth W900L; 2nd: Saunders Trucking, 2018 Peterbilt 389; 3rd: Bryan Lambert/BHL company, 2019 Peterbilt 389L

Antique: 1st: Dom Flino Construction, 1989 Mack RW700 Superliner; 2nd: HJ Towing & Recovery, 1970 International Transtar

Military: Rodney Keckler, 1970 Kaiser Vietnam Gun TK Replica

Car Carrier: 1st: Derick Hopkins, Fine Line Transportation, 2020 Peterbilt 389; 2nd: Derick Hopkins, Fine Line Transportation, 2020 Peterbilt 389; 3rd: Derick Hopkins, Fine Line Transportation, 2020 Peterbilt 389

Best of Show: Mike DeMeno, 2019 Peterbilt 389

Best Interior: Mike DeMeno, 2019 Peterbilt 389

Best Custom Chrome: George Mielke, 2007 Peterbilt 379

Best Graphics: Jacob Richcreek, 2013 Kenworth T800

Best Truck Name: Logan Rebar, 2016 Western Star 4974SF

Best Sleeper: Scott Diller, 1981 Kenworth W900A

Best Fleet: Hunter Construction

Best Lights: Mike DeMeno, 2019 Peterbilt 389

Movin' Out's Choice: Bryan Lambert, 2019 Peterbilt 389L

Bill Miller's Choice: Kevin Hunter, 2017 Kenworth W900

LargeCar Mag's Choice: Jason Sanders, 1994 Kenworth W900L

Largest Fleet Challenge: 1st: HJ Towing; 2nd: Hunter Transportation; 3rd: Fine Line Transportation

Small & Medium Rollback: 1st: Thomas Placer, 2008 Ford F-650; 2nd: HJ Towing & Recovery

for the 2020 Carlisle Nationals, which will be held on August 7-9. Registration is now open; you can call 717-243-7855 or visit www.CarlisleEvents.com for more information.

2019 Carlisle Truck Nationals Big Rig Show & Shine Winners List

Conventional Cabover Tractor Sleeper: 1st: Scott Diller/Lanita Co., 1981 Kenworth W900A; 2nd: Andrew Bradway/Bradway Trkg., 1986 Peterbilt 359; 3rd: Charles E. Brake Transport, 202 Kenworth W900L

Conventional Cabover Tractor-Daycab: 1st: George Mielke/Trenton Mill Farms, 2007 Peterbilt 379; 2nd: Dan Vogel Specialized, 2007 Peterbilt; 3rd: Tom Murphy/Murphy's Hauling Service, 2003 Mack 690P

Dump Truck-Triple Axle & Up: 1st: Tracy Foulke/BHL Company, 2019 Peterbilt 389; 2nd: Ian Xibos/BHL Company, 2016 Peterbilt 389; 3rd: Matt Hutt/BHL Company, 2017 Peterbilt

Dump Truck – Single Axle & Up: 1st: Charles E. Brake Transport, 2008 Ford F-750; 2nd: Stephen Labuda, 1995 Mack Superliner

Small & Medium Rollback: 1st: Thomas Placer, 2008 Ford F-650; 2nd: HJ Towing & Recovery



Scott Diller/Lanita Company's 1981 Kenworth W900A



By Pam Pollock

The Carlisle Truck Nationals, held at the Carlisle Fairgrounds in Carlisle, Pennsylvania on August 2-4, featured events and fun for the entire family. Over 1,700 trucks of all sizes, makes and models were on display at the show field and in the fair buildings. Event organizers

said that the 2019 truck registration was the highest since 2003 and this year's event ranks within the top 5 all-time turnouts for the show.

The ever-popular Monster Truck Shows and Rides thrilled attendees. The Big Rig Truck Show and Shine had a great turnout of truly beautiful

trucks. U.S. Express had their military trucks on display again this year (Movin' Out had a feature on them in the November 2018 issue).

Even a torrential downpour on Saturday afternoon did not dampen the spirits of the people who flocked to the show to wander the fairgrounds and ogle the

trucks. Children frolicked in the huge rain puddles left from the storm and drivers quickly got their towels out and wiped down the trucks, making them shiny once again.

Plans are already underway



- photos by Pam Pollock -

2019 Carlisle Truck NATIONALS



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Pam Pollock
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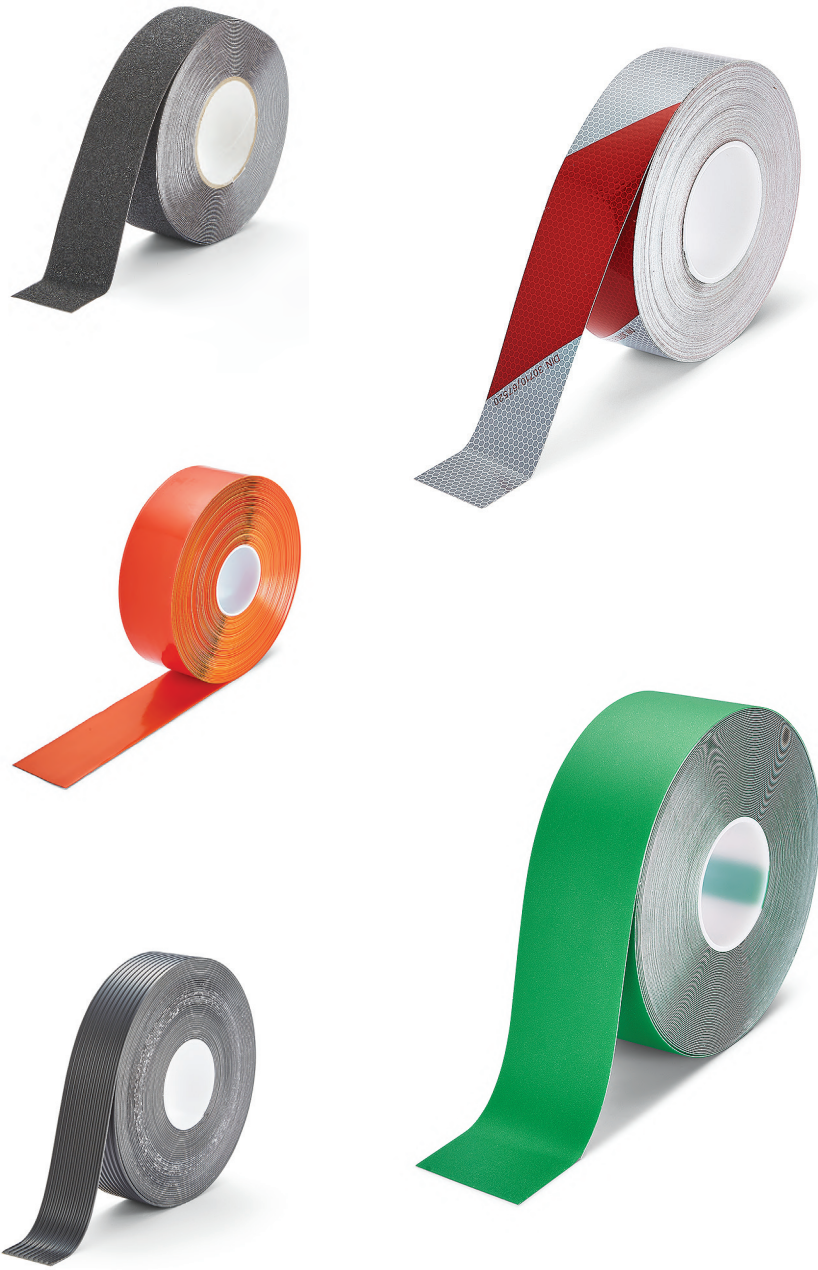
continued from page 1

for use between metals that promote corrosion. Heskins Gravel Guard Protection Tape keeps stone chips to a minimum. Heskins' Heavy Duty Bonding Tape is used to hold panels in place or to reduce noise and vibrations.

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Schneider Launches Intermodal Service in Barstow, California



GREEN BAY, WI... Schneider, a premier provider of truckload, intermodal and logistics services, has recently begun offering intermodal services at the BNSF Barstow, California, ramp. This new intermodal ramp service provides shippers in the eastern region of Southern California, Las Vegas and western Arizona with a cost-competitive transportation option to Chicago and northeastern U.S. markets.

Service to and from the Barstow ramp will go directly to Chicago five days per week. It offers a five-day transit time that's cost and service compet-

itive with truckload. The new ramp is located just northeast of San Bernardino, California, only 150 miles from Las Vegas.

"San Bernardino has experienced a lot of growth in recent years, creating capacity issues for shippers in the region," says Jim Filter, senior vice president and general manager of Schneider's Intermodal division. "We're pleased that our intermodal service through the Barstow ramp provides a new option that delivers more capacity at a competitive rate and reliable transit times."

With the addition of the new

Barstow ramp, Schneider now offers intermodal service to more than 40 ramps throughout North America.

Shippers interested in learning more about how the new intermodal service in Barstow can impact their business can visit <https://schneider.com/our-services/intermodal-transportation> or call 844-701-LOAD.

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ATA Secures Significant Victory in Ongoing Tariffs Dispute

Arlington, VA... The American Trucking Associations said the trucking industry is pleased that tariffs on Chinese-made, 53-foot domestic intermodal containers would not go into effect as previously announced.

"Trucking and trade are synonymous and we are happy with this most recent announcement by the United States Trade Representative that these 53-foot domestic containers won't be subject to tariffs," said ATA Chief Economist and Senior Vice President for International Trade Policy Bob Costello. "We explained that applying tariffs to these containers would have a tremendous impact on the entire freight logistics industry, and ultimately on U.S. consumers, so we are very pleased with the decision."

In June, ATA told the USTR that the only two manufacturers of these kind of containers, used commonly in intermodal transportation, were located in China, and as such, freight transportation companies would have no choice but to pay the additional cost because no domestic alternative existed.

"Because there are no U.S.-based makers of these containers, we estimate the logistics industry would've paid an additional \$63 million in the first year, and nearly \$750 million more over the next decade for the equipment if these tariffs had not been rescinded," Costello said. "We appreciate Ambassador Lighthizer and the entire USTR for their willingness listen to ATA on this critical issue and we look forward to working with them to continue to advance U.S. trade interests and to grow our economy."

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we thought to develop the Car Crack Vac.

Lloyd Freedman, CEO says "Every time I got in and out of my car, I dragged in dirt and found it frustrating as I had just cleaned the car. It's also so easy to lose things down the side of the seat. The CCV is such an invaluable device to have in the car and I use mine almost every day."

In summary The Car Crack Vac is:

- A high performance debris pick up system
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Stephanie Williamson of Dart Transit Named Women In Trucking's 2019 August Member of the Month



Plover, WI... In announcing Stephanie Williamson from Dart Transit as the 2019 Women In Trucking (WIT) Member of the Month for August, the Association is recognizing an industry professional who has made the career journey from the driver's seat to the executive suite. Today, Stephanie serves as the Vice President of Revenue Management, overseeing all aspects of pricing with Dart. Stephanie's route to become a member of Dart's Executive Management Team began long before she joined the company as a fleet manager in 1994.

Stephanie was born into trucking, and a strong argument can be made that she has held a driver's perspective on the industry since her earliest days in the world. Stephanie's grandfather was a career driver. Stephanie's parents served as drivers and they even worked as a team for a number of years in the 1970s and 80s. In fact, to say that Stephanie was born into the trucking industry with a view from the driver's seat is not that great of an exaggeration. Stephanie's mother was working as a dump truck

driver when she went into labor on the job and drove herself to the hospital.

"Trucking has always been a part of my life through my family. There are pictures of me when I'm like two or three years old helping my grandfather rebuild a diesel engine, and I'm covered head to toe in grease," recalls Stephanie. "My parents actually encouraged me to look at a career outside of the trucking industry. But, after graduating from college, I wanted to go into the trucking industry with the goal of helping to make things better for professional drivers – the men and women who are moving the American economy mile by mile."

Initially, Stephanie worked in the areas of driver recruiting and orientation before landing an opportunity to oversee a carrier's terminal in the Dallas area. While she was working with drivers on a daily basis, Stephanie still sought to have a first-hand perspective of what it meant to be in charge from the driver's seat.

"I wanted to learn everything I could about this industry," she explains. "You can't always make changes in any industry without gathering enough information. My initial input was in the recruiting process and the orientation process. But I wanted to do every job in a trucking company. With

a wide range of experience, I thought I'd be qualified to help make those positive changes. At a certain point in working with drivers, I decided that I should get my CDL and drive. I knew it was the right thing to do for me, and I also knew that having a CDL would earn the respect of drivers who would see me in an office. So, I went out and earned my CDL."

Following her time as a team driver, Stephanie wanted to get back into the office side of trucking. She had just welcomed her first child and looked into working at Dart. At the time she applied for a job, the company did not have any open positions, but Stephanie remained persistent, checking with the Dallas office almost on a daily basis. One of those phone calls paid off in a job interview to fill a fleet manager spot. As the company was looking to coordinate mutual schedules, Stephanie was asked if she could interview for the position at 5:30 a.m., and she was promptly at the location ready to answer questions. She immediately impressed the terminal manager with one of her initial responses.

"He asked me, 'OK, where do you see yourself in five years?' And I told him, 'I want your job.' Looking back on things, I was actually shooting a little bit low with that response," recalls Stephanie with a smile.

"I found a home at Dart because the company has a culture where everyone is given the opportunity to let their talents shine, and Dart has provided me with so many opportunities over 25 years."

During her tenure with Dart, Stephanie has held a series of positions within operations, customer service and pricing at the company. As Dart plans to take time this fall to commemorate the company's 85th anniversary, Stephanie appreciates the fact her career progression to an executive management position followed in the tradition of the important contributions that women have made to the growth of the Dart Network.

As the Vice President of Revenue Management for Dart, Stephanie has never lost touch with her experience in the driver's seat or the memories of the time both her parents and grandfather spent on the road. Stephanie continues to be part of a group of Dart executives who spend time with company drivers and owner-operators as they go through Orientation.

"Through the years, I have gained an appreciation for a driver's time. When you think about our industry and how we work with drivers, time is our greatest commodity. I am very sensitive to the fact that, for a driver, time literally is money," says Stephanie. "In the hours of

service that they have to work with, when someone delays them or impedes their progress, that costs them money. I cannot allow the company to align ourselves with businesses that we know will cost our drivers money. Businesses that hold drivers up for loading or unloading, businesses that won't allow our drivers to use a bathroom, businesses that just generally disrespect the driver – I can't be a part of that.

"I look at it from the standpoint that we have to be careful who we do business with because the driver is the most treasured member of our team," she adds. "I believe if we take care of our drivers, they will take care of our customers."

Looking back, Stephanie is thankful she became involved with the Dart organization. "I'm so proud of what we do and who we are," observes Stephanie. "I'm proud as a woman. I'm proud as a member of this organization of who we are and what we do. I think that the Oren family has presented a great opportunity not only for me and everyone at all our facilities, but for every driver who has ever come through our doors. Through all these years and all the changes in the industry, Dart has always stood tall when it comes to the test of time and providing effective answers for the needs of the day."



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Rush Trucking Named 2019 Top Woman-Owned Business in Transportation



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International Express Trucking (Karen Duff, President & CEO)
Kenco Logistics (Jane Kennedy Greene, Chairwoman)
Knichel Logistics (Kristy Knichel, CEO)
Ladybird Logistics Ltd. (Felicia Payin Marfo, Managing Director)
LaunchIt Public Relations (Susan Fall, President)
Lodgewood Enterprises (Arlene Gagne, President)
London Auto Truck Center (Donna Childers, Vice President)
LYNC Logistics (Cindy Lee, President)
Ontario Truck Training Academy (Yvette Lagrois, President)
Powersource Transportation (Barb Bakos, President)

RFX Inc. (Kimberly Welby, President & CEO)
Rihm Family Companies (Kari Rihm, President & CEO)
S-2international, LLC (Jennifer Mead, CEO)
United Federal Logistics, Inc. (Jennifer Behnke, President)
Veriha Trucking, Inc. (Karen Smerchek, President)
Rush Trucking began in 1984 with one woman, founder and CEO Andra Rush, one van and two pickup trucks, and a vision to provide safer, faster and more reliable transportation services to automotive manufacturers in the Midwest. Today, the 35-year-old company, headquartered in Wayne, Mich., serves more than 30 customers across the country with a tight focus on quality, efficiency and innovation. Visit us at www.rushtrucking.com.

DIDJA KNOW - EMPLOYEE OF THE MONTH



by Roger Clark

Not long ago I viewed a security video from a downtown Dallas alley. It showed a young man about 20 years old parking his car on a lightly traveled side street. Emerging from the ten-year-old vehicle, he carefully removed his cell-phone, cigarettes, and loose change, then stored it all behind the driver's seat.

From the same place, he retrieved a rock, then tightened his shoelaces.

Crossing the street and entering the alley, looking all around for traffic, animals, and human witnesses, he made his way to a newer VW bug. There he pulled a long rag from his right rear pocket, wrapped it around his left

hand, and used the rock to break the drivers' side window of the Volkswagen. He casually opened the door, rummaged around inside, and then left, empty-handed.

Quickly returning to his own car, in full view of security cameras, he opened the door and retrieved his personal items. Seated in a matter of seconds, he started the car and drove away, with just a quick glance over his shoulder. Then he was gone, at a casual pace, his bandaged left hand still clutching the steering wheel.

I for one was fascinated, starting with his plan of action, which included a minimum number of steps and carefully orchestrated movements. He wasted no time or energy, and utilized space, light, and speed to accomplish his mission. It would have been brilliant, if only it weren't so stupid.

I am not a student of human behavior. I don't even know that many humans, and the only thing I recall about nature is the Four Seasons--Frankie Valli, Bob Gaudio, Tommy DeVito and Nick Massi. It may well explain why I'm baffled by petty criminals and the industrious efforts they expend for little or no gain.

As I reviewed the tape again, I began to make some interesting observations. He appeared a bit gaunt, like my pot-smoking nephew, and looked like he missed his best friend or burned down a bad joint. His car was battered but legal, I think, because there was a Texas inspection sticker in the windshield.

If he worked for me, I would fire the guy, or nominate him for Employee Of The Month. On the one hand, he clearly exhibited criminal activity. On the other hand, he showed nerve and initiative. If he got away with nothing, to show for effort, at least he got away.

His steadfast resolve, attention to detail, and dedication to the task at hand was admirable. That is, if it wasn't so unnecessarily risky, illogically conclusive, and bloody dangerous, as the Brits might have said. If he exhibited the freedom of following his chosen vocation, then it also illustrated the likelihood of future incarceration.

But he's got a lot going for him. Under age thirty, obviously, he's still immortal. His long-term plan for the future is a week from Monday, so meddlesome things like health insurance, retirement plans, and investment portfolios aren't even on his radar screen. Even his tool kit is pretty basic. It's just a rock, after all.

With so much potential, of course, there's always limitations. The opportunity for advancement is only a plea bargain, his credit rating is a pawnshop, and home is probably a cot in some buddy's garage. For people like him, vacation is just another word for parole.

But wait. He's not the dimmest bulb in the box, in a way. He's now a rising star on YouTube, even if it's ascending somewhat slowly, and his only investment is a chunk of granite.

Rush Trucking Founder and CEO Andra Rush

Wayne, MI... Rush Trucking Corp. has been recognized as a top woman-owned business in transportation by Redefining the Road, official magazine of the Women In Trucking Association, which recognizes and supports women in the trucking industry.

A diverse group of companies in commercial freight transportation, including motor carriers, third-party logistics companies and original equipment manufacturers, also were recognized.

A special program will be held at the Women In Trucking Accelerate! Conference and Expo, Sept. 30 - Oct. 2, 2019, in Dallas, Texas, to honor Rush Trucking and the other 22 companies. For more information, visit www.WomenInTrucking.org.

"Our goal is to recruit, develop and promote great people who work hard to exceed our customers' expectations," said Rush Trucking CEO Andra Rush. "We appreciate being recognized for achieving our mission. Congratulations to the other women-led businesses recognized this year."

2019 Top Woman-Owned Businesses

AGT Global Logistics (Angela Eliacostas, Owner & Founder)

Aria Logistics (Arelis Gutierrez, CEO)

BCP Transportation (Nancy Spelsberg, Ardis Jourdan, Kristie Rozinski)

Bennett International Group (Marcia G. Taylor, CEO)

Brenny Transportation, Inc. (Joyce Brenny, CEO & Founder)

DGT Trucking (Donna G.

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DDH Trucking – A Breed Apart



Left to right: Jason Meyers, Jeremy Robert and Michael Bernard.



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Jeremy Robert, Brokerage Manager



One of DDH's lease purchase trucks.

By Steve Pollock

New Castle, PA... DDH Trucking, a 100% flatbed and stepdeck carrier, has been growing rapidly. The company owned by David Henry, currently has a fleet of 45 tractors with plans for continued expansion to serve their growing customer base.

DDH is hiring company drivers within a 75-mile radius of Pittsburgh, Pennsylvania. Drivers can choose between earning \$24 per hour or 30% of the line haul revenue. They also receive a comprehensive company paid benefit package that includes health insurance and paid holidays and vacations.

Independent contractors are welcome with or without a trailer, earning 80% of gross revenues and 100% of the fuel surcharge. DDH Trucking also has a lease purchase program, leasing late model used and new Internationals, Peterbilts and Kenworths. Their lease purchase program pays 77% to the contractor and 100% of fuel surcharges. Payments are affordable and deducted weekly.

DDH drivers run a triangle between Pittsburgh and Chicago and points South into the Carolinas, Birmingham, Alabama and Atlanta, Georgia to Philadelphia and back to Pittsburgh. Local drivers are home every other day and OTR drivers are home every weekend and sometimes once during the week as well. All drivers have the ability to make top earnings with strong

freight rates.

With their rapid growth, DDH is looking for freight agents in select areas. Interested parties should call Don at 833-334-8754. DDH Trucking is also looking for personnel for their freight brokerage in New Castle. They prefer experience in brokerage and trucking but will train qualified candidates to learn the brokerage business.

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Chairman**

The Afro-American Truckers Association is on the move toward advancing the collective interest of Afro-American truckers to effectively enhance their overall clout, capability and market share. Through active recruitment of the next generation of young self-determined Afro-American drivers and more national service providers, truck driver training schools, lodging and maintenance facilities and other truck related infrastructure to our communities. Spearhead the effort to ensure Afro-American men and women is fully represented on every board, association and commission that governs the industry. Intensify pressure to significantly increase employment and a wider variety of Afrocentric products especially in big city urban areas where Afro-Americans make up the dominate population. Mobilize mass support to install the [CMVOST] Commercial Motor Vehicle Operation Safety Training program in the inner city public school system. In addition to vigorously campaigning for a more modern trucker friendly 21st Century surface transportation network. The AATA is a proactive vanguard organization dedicated to providing clear vision, advanced cutting edge technology, new innovative ideas and intelligent leadership from a pro-Afrocentric revolutionary driver perspective in the trucking industry. This young forward thinking and driver led organization have been at the forefront of the fight in unwavering support of Afro-American truckers since 2003?

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Hoffa: Proposed Hours Of Service Changes Would Put Road Safety At Risk

WASHINGTON... The following is a statement from Teamsters General President Jim Hoffa about a notice of proposed rulemaking unveiled by the Federal Motor Carrier Safety Administration (FMCSA) today addressing hours of service changes for truckers that would lead to reduced roadway safety for drivers and the traveling public at large. "While we continue to review these proposed regulatory

changes by the FMCSA, the Teamsters have serious concerns about what we have seen thus far when it comes to these hours of service reforms.

"In an effort to increase so-called 'flexibility' for trucking companies, the FMCSA is abandoning safety and allowing drivers to push themselves to the limit even further. Changes for short-haul truckers, for example, would extend their days from 12 to 14 hours on the job. That means a longer and more exhausting workday for tens of thousands of American workers. The Teamsters are also concerned about language changing the 30-minute rest break and the ability of drivers to press the pause button on their hours of service clock.

"Trucking is already one of the nation's most dangerous jobs. We shouldn't be sacrificing the health and safety of drivers just to pad the profits of their big business bosses."

Founded in 1903, the International Brotherhood of Teamsters represents 1.4 million hardworking men and women throughout the United States, Canada and Puerto Rico. Visit www.teamster.org for more information. Follow us on Twitter @Teamsters and "like" us on Facebook at www.facebook.com/teamsters.



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Four Family Members Graduate from Same CDL Program, Learn to Drive in a Kenworth T680



From passenger-side door: Kodi Sasse, Kendall Sasse, Great Basin College CDL instructor, Kenneth Pope; Cassandra Sasse, and Katelynn Sasse



From left: Kodi Sasse, Kendall Sasse, Kenneth Pope, Great Basin College CDL instructor; Katelynn Sasse, and Cassandra Sasse

ELKO, NV... True grit and determination are just a few ways to describe the Sasse family. It's not every day members of the same family graduate from the same commercial driving license program – let alone four. But Cassandra Sasse and three of her kids (Kendall, Katelynn and Kodi) turned to the trucking industry as a way to support their family.

"We're no strangers to heavy duty trucks since my husband holds a Class A CDL, so my kids and I started looking at the trucking industry for opportunities," said Cassandra Sasse.

"I have seven kids, and four of them still need supervision. It was important for me to find a career that would give me the flexibility I need to watch over my young kids."

After relocating to Elko, Nevada, the Sasse family discovered that Elko's thriving commercial transportation industry offered the financial and time flexibility the family sought. On top of that, Cassandra, Kendall, Katelynn and Kodi each applied for and received full scholarships to attend Great Basin College's six-week CDL program, mak-

ing the decision to enter the trucking industry even more enticing. They became the first students to receive scholarships for the Great Basin College CDL program.

In January, Cassandra, Kendall and Katelynn Sasse enrolled in the Great Basin College CDL program and graduated with their Class A CDL in March. Kodi Sasse waited to enter the same program in May, so that she would be 21 years old and eligible to drive out-of-state following her graduation in June.

While the Sasse family was

in the middle of transitioning into a new way of life in Elko, the Great Basin College CDL program was also going through changes. During the time that members of the Sasse family were enrolled in the CDL program, Great Basin College added a new Kenworth T680 in February.

After first learning how to operate Great Basin College's previous Class 8 truck in January, Cassandra, Katelynn and Kendall Sasse, were the first students to drive the Kenworth T680. The differences between the T680 and the previous

truck they were driving were night and day.

"There's no doubt the Kenworth T680 is a better driving truck," said Cassandra Sasse. "The T680 is much easier to shift, and the suspension makes for a very comfortable ride. It was a unique opportunity for us to be the first ones to drive the new T680. It's good to have driving experience on multiple truck makes, that way we're more prepared for our careers. But I see why Ken (Kenneth Pope, Great Basin College CDL program instructor) likes Kenworth trucks so much. The drivability is hard to beat."

Pope, who has more than 22 years of driving and teaching experience, was a big advocate for the program's administration to add the Kenworth T680.

"In my time on the road, a Kenworth truck was my favorite truck to drive," said Pope. "Kenworth sets the bar high for the trucks they produce. When the opportunity came about to add a new truck, I told the administration to give Kenworth a hard look. The T680 is a reliable truck that will provide me many years of teaching the next generation of drivers how to operate a Class 8 truck on the best equipment available."

Great Basin's Kenworth T680 features a 76-inch high-roof sleeper and 500 hp engine. A 13-speed manual transmission was spec'd so that students would not be limited to operating automated transmission trucks once they graduated.

"We want to ensure that our students have had plenty of practice operating a manual transmission before beginning their careers," said Pope. "In Elko, our elevation is at more than 5,000 feet and we have

mountain passes all around us. I teach my students how to navigate steep slopes, acting as if they are hauling a full payload. It doesn't matter what the weather conditions are – learning how to drive in tough conditions makes you that much more prepared for professional driving. You can imagine the beating the transmission is taking from students who are just learning. The reliability of a Kenworth truck was a big reason we added the T680. We expect it to hold up for us, and it has. We haven't encountered any issues."

The CDL program Great Basin College offers consists of no more than four students at a time. The small class size allows for students to get lots of hands-on driving experience. For long-distance training, Pope will take students out on a 500 to 600-mile route, switching drivers every 125 miles.

"We customized the 76-inch sleeper with three air-ride seats so that we could have all students onboard during our over-the-road training," said Pope. "A lot of skills can be learned from watching other drivers and the sleeper provides our students a comfortable place for them to sit, especially on those long trips."

Since 1990, 500 students have graduated from the Great Basin College driving school program, and 92 percent of the students who graduate find a job in the industry. With sufficient funding, Great Basin College's CDL program will hold seven courses this year. Pope expects the Kenworth T680 will accumulate more than 30,000 miles in its first year as the program's primary truck of use.

"I expect to get a lot of great years out of the Kenworth T680," said Pope. "We feel fortunate to be able to offer our students a new truck for them to learn in and develop the skills they need once they graduate from the program."

Since graduating from Great Basin CDL program, Cassandra, Katelynn and Kendall Sasse are driving professionally, hauling heavy equipment locally for mining companies in the Elko area. While the family describes themselves as the "Diesel Family," Cassandra and her kids originally had no plans of becoming truck drivers, but they have quickly embraced the trucking industry.

"We're excited about the opportunities we have in the industry," said Cassandra Sasse. "Our ultimate goal is to own and operate our own trucks and eventually drive long haul. We've driven a few truck makes now, but nothing drives quite like a Kenworth T680. Once we're ready to look at buying trucks, we'll definitely give Kenworth a look."

For more information on the Great Basin College CDL program, call (775) 753-2202 or go to www.campusce.net/gbcnv.

ATHS Steel Valley's Chapter Celebrates 20 Years



by Jenny Bradmon

Celebrating 20 years the Steel Valleys Chapter of the ATHS held their annual truck show in New Stanton, Pennsylvania on July 6, 2019. More than 35 trucks made it to this year's show despite the hot weather and the threat of rain throughout the day.

This year's highlight was Dave McIlrath's Kenworth W900A truck. The truck is a tribute to the television show, "Movin' On". The truck was featured during the event and on the dash plaques. McIlrath has been working for over 4 years to

restore the truck and make it show worthy.

Kenworth of Pennsylvania in New Stanton, once again, was a major sponsor of the show. Also a big thank you goes to Road Pig Barbeque for providing food and Danyel Campalong who provided music for the event. The event would not be as successful without the all of the sponsors and the volunteers.

For more information about the Steel Valleys Chapter and their upcoming events, you can find them on Facebook.



- Photos by Emily Campalong -



STEEL VALLEY'S CHAPTER OF THE ATHS TRUCK SHOW



All Photos by Emily Campalong

Pacifico Reflections - Modern Gladiators

by: Mike McGough

In many ancient societies gladiators provided a common form of entertainment. The ancient battlers either fought each other, or engaged in combat with wild animals. In either case they were fighting and in most cases suffering for the entertainment of an audience that had little if any regard for the players. The audience was content to enjoy the pain and agony that took place in the arena before them. These ancient fighters often fought to their death. Fortunately,

we have grown beyond such cruel and inhuman forms of entertainment, but maybe not entirely.

Regardless of how much TV you watch, you probably cannot name all of genres of the shows currently available. There are several old standards that are well recognized, and for the most part they have and will continue to fulfill a number of reasonable purpose. To varying degrees these old standbys inform, educate, enlighten, inspire, or provide a source of entertainment. Their individual purposes

are rather clear and over a number of years they have developed followings based on what they offer. However, many of the new reality TV shows seem to be little more than a throwback to the days of the gladiators in the great coliseums and arenas of ancient empires.

By simple definition, reality TV is programming where individuals are supposedly filmed in real-life situations for the purpose of entertaining an audience, with no goal of informing, enlightening, or inspiring the audience.

These programs cover a wide variety of subjects that include;

- housewives who can and often do degrade what should be calm social discourse into raging battles of interpersonal affronts, abusive language, abrasive insults, and painful reminders of past grievances, either real or imagined,

- talented chefs and clothing designers trying to win a monetary prize and an opportunity to advance in their careers, who are often subjected to ridicule, degrading comments, and fits of rage from judges that border on the ridiculous,
- people of enormous physical proportions struggling to try and regain some level of control over their eating and thus their lives who either offer or are subjected to fits of rage, angry outbursts, and demeaning comments,

- and finally couples confronted by the fact that one or the other has been or is currently unfaithful, who are publically pitted against each other resulting in open and hostile confrontations.

Such programming must be popular, for if it were not, it would have disappeared long ago. What then, one could ask, makes

such programs so popular? Could it be the fighting, the interpersonal conflict, and or the pain of people struggling to survive? If it is, even in part, have we advanced beyond the allure of the entertaining quality of watching others struggle against their lot in life, while engaging in all manner of interpersonal conflict?

And then there is the question of reality. One need not watch them long or diligently to begin questioning just whose reality such life scenarios and circumstances these really might be.

Even a casual follower of such programming could be left questioning if such reality is in fact being staged to enhance the level of interpersonal and personal conflict that will be offered in each episode. Is there a conscious effort to play to the audience's desire to watch others struggle and engage in fight after fight? If that's the case, even in part, what does that say about the audience?

If this is really someone's reality, it would not be hard to conclude that they have a rather rough lot in life. If such programming does not portray a true reflection of some manner of reality, one could realistically ask

why it's called reality TV to begin with. And finally, whether staged or not, such programming clearly plays, at least in part, to a certain unsettling desire of the audience.

Whether real or staged, the purpose of such programming raises a number of questions.

Have the viewers been informed or educated? Have the guests learned how to better make the most of the opportunities in their lives and meet the challenges that come to them? Is anybody really any better off for the experience? Or, have viewers simply been entertained by human suffering, interpersonal conflict, and social turmoil?

And then there is a final question. If viewed frequently enough, and perceived long enough as reality, could such programs change viewers' perceptions of what reality really is? For the young who are still trying to make some sense of the adult world they are growing into, what impact do such programs have on their perceptions of what is right and wrong, and how life is really lived?

If watching others fight, struggle, and suffer is entertaining, have we really grown past the ancient manner of gladiator-style entertainment?

MOVIN' OUT Calendar of Events

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August 31- September 1 - Capital City Chrome and Customs' 6th Annual Truck Show - 50 Park Ave., Pataskala, OH. 43062. Parade, Auction, Pedal Tractor Pull, 50-50 Drawing, Live Band. Proceeds to benefit Special Olympics and Walk To End Alzheimer's. For more info call 740-964-2766

September 7 - Bedford County Convoy of Diesel Dreams - Bedford County Fairgrounds, Bedford, PA. All funds benefit the local chapter of the Make-A-Wish Foundation. Truck show with convoy, food, music, basket raffle and 50/50 drawing. Please call 814-766-3602 or 814-935-4454 for more info.

September 28 - The Southeastern PA Chapter Antique Truck Club of America 11 Sayre, Inc., 1231 West Ridge Pike, Conshohocken, PA. 19428. Held in conjunction with the Phila. Chapter ATHS. 9 am - 3 pm. Dash plaques for the first 75 registered vehicles, People's Choice and Truckers Choice trophies. For more info call Dan D'Annunzio

September 28 - Elizabeth Truck Center presents Convoy's Annual Big Rig Truck Show - Long Island Community Hospital Amphitheater, 1 Ski Run Lane, Farmingville, NY. 11738. Food Vendors, Face Painting, Live Music, Obstacle Course, Awards. For more info contact Kim Capek at 631-484-9719, email: kim@elizabethtruckcenter.com

October 19 - 10th Annual LargeCarMag Southern Classic Truck Show - LeeHi Travel Plaza, Lexington, VA. For more info visit www.largecarmag.com, phone 717-806-8907 or email: michele@largecarmag.com

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

March 26-28, 2020 - Mid-America Trucking Show - Kentucky Fair and Expo Center, Louisville, KY. For More info visit www.truckingshow.com

April 24-26, 2020 - 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.75chromeshop.com

June 4-7 - 17th Annual Wheel Jam Truck Show - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com

July 9-11, 2020 - 41st 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 7-9, 2020 - 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

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

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Working Show Truck Of The Month John Dixon



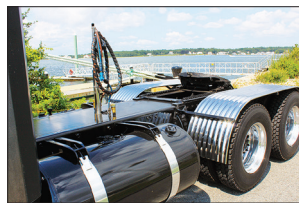
Custom touches include an old school bumper, double round 359 headlights, a "clean" cab roof with extra lights, painted tanks, and a custom deck plate. Polished, ribbed full fenders cover the rear tandems and lead to the custom rear light bar.

John has been driving since he turned 21, and with 23 years of steering & gearing under his belt, he definitely has trucking in his blood. He credits his grandfather, John J. Dixon, for influencing him and giving him the fever. Mr. Dixon started driving trucks in 1948 while he was in the army and then drove chain drive dump trucks for Brookline Ice & Coal. John started out on his own in 2004, following in his grandfather's footsteps, and he's been going strong ever since.

John has redone everything on this fine 359 except the motor and transmission, which are still running strong helping him deliver all types of equipment both big and small. Power comes from a 7 FB CAT engine that's paired with a 15 speed O/D transmission. The truck also has Rockwell SQ100 rears on an air leaf suspension.

John has done all of the restoration work himself except for the fabrication of the custom 8-sided "octagon" stacks, they were built by DCS Custom Fabrication out of Cedar City, Utah. DCS owner Dallas and his crew built these for John, and they are the first set they've ever fabricated. John says Dallas was great to work with and the stacks definitely give the truck a unique look.

From driving his own truck, to repairing trucks & equipment in his shop, to even filling seats at other companies in between his own loads, John Dixon is definitely trucking 24/7! Movin' Out would like to salute all of John Dixon's hard work and his great restoration of this 359, by choosing him as our September Working Show Truck of the Month.



By Robert Conrad

There's something about the classic styling of the Peterbilt 359 that sets it apart in any crowd. Peterbilt Motors definitely hit a home run with this iconic model that inspires

custom truck builders even today.

Massachusetts native John Dixon came across his 1986 359 EXHD, and even though it was in bad shape & about to go to the scrap yard, he knew he wanted to save it and someday restore it. He's done that and then some for the past 3 years and the results speak for themselves in our photos!

John has done all of the restoration work himself except for the fabrication of the cus-



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