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**"THE JOURNAL OF THE TRUCKING INDUSTRY"**

## Walcott Truckers Jamboree - Dedicated to America's Truckers



Beautiful trucks, yummy food, big top tent with vendors, and musical entertainment... another Walcott Truckers Jamboree is in the books for 2023! Turn to pages 14 & 15 for story and more photos. - Photo by Dan Pollock -

### Chris Garcia – U.S. Marine To Heavy Hauler



Marine Corp Veteran and Professional Truck Driver Chris Garcia.

By Steve Pollock  
CARLISLE, PA.... Chris Garcia is a Marine Corp Veteran who served from 2001-2014 before medically retiring. Chris was combat deployed in Iraq and Afghanistan as a mechanic and wrecker operator. He earned his CDL while in the military and in 2016 began working for a large carrier. While he made good money, Chris had very little home time and the job was repetitive, which Chris found to be continued on page 26

### All-Pro Transport – Linking Shippers and Carriers



The team at All-Pro Transport – serving both shippers and carriers.

By Steve Pollock  
ASHTABULA, OH.... All-Pro Transport, Inc., is a unique trucking company. They are a link between the shipper and the carrier. All-Pro has a book of business from bulk shippers that they have dealt with for a very long time, some as long as 20 years. They then broker the freight to independent owner-operators and small fleets with their own operating authority. While All-Pro deals primarily with Industrial Bulk Dump Freight, they are currently expanding into Flatbed and Dry Van as well. With 7 terminals located in Tuscumbia, AL; Senoia, GA; Ashtabula, OH; East Liverpool, OH; Slippery Rock, PA and Fort Mill, SC that provide 24.7 dispatch, there is plenty of year-round bulk loads. Trucks are not assigned to designated terminals, so it is first come, first serve throughout the entire system. All terminals work with all trucks. Terminal Manager Randy Snyder (himself a driver for 18 years) stated, "With All-Pro the customer doesn't have to worry about finding trucks and the trucks don't have to worry about finding a load. We have steady year-round work for dump haulers with their own authority and we negotiate some very good rates. Independent owner-operators love our quick pay and settlements that are made in 48 hours or less." All-Pro Transport operation continued on page 24



# New Shell Rotella® T6 10W-30 Full Synthetic Is Now Available



New Shell Rotella® T6 10W-30 Full Synthetic Heavy Duty Engine Oil with Triple Protection Plus™ Technology is now available at over 6,000 O'Reilly Auto Parts locations and online at oreillyauto.com. It is available at Amazon as well. The full synthetic oil delivers better wear protection compared to conventional and synthetic blend and improved fuel economy in the fastest growing viscosity grade[1] for diesel-powered vehicles.

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suitable for most modern low-emission heavy duty engines and older hard working diesel engines," said Julie Wright, North American Brand Manager, Shell Rotella. "This includes engines in Class 8 trucks, pick-up trucks and vehicles used for construction, agriculture, and leisure activities."

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Fuel Economy Shell Rotella® T6 10W-30 delivers enhanced fuel

economy capability of up to 2%[2] that can save money in fuel consumption, without compromising engine protection or durability. Increased protection against oxidation maintains fuel economy throughout the oil drain interval.

Enhanced Engine Protection

The oil also helps ensure enhanced engine protection and can help to reduce maintenance costs. Shell Rotella® T6 10W-30 delivers excellent engine cleanliness exceeding CK-4 deposit requirements by 33%. Shell Rotella T6 10W-30 prevents oil breakdown – 50% better than the industry standard at maintaining oil quality over the oil drain interval.[3] It also offers better wear protection - providing 50% less wear than the industry standard. [4]

Extreme Temperature Protection

Shell Rotella® T6 10W-30 offers extreme temperature protection in hot conditions and improved cold start performance in cold weather so that the oil reaches critical engine parts in cold temperatures. Shell Rotella® T6 10W-30 has a pour point of -39 °C and is an excellent choice for operators in locations with large ambient temperature ranges - whatever the season. In addition, Shell Rotella® T6 10W-30 can be used in

place of a 15W-40 engine oil in most instances.[5]

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- \* Lower oil consumption to help reduce maintenance costs

- \* Increased protection against oxidation for increased fuel economy

- \* Excellent corrosion control to help protect key engine parts

- \* Low Ash formulation for emissions system compatibility

- \* Extended drain capability providing for more uptime and reduced maintained costs

- \* Suitable for use with biodiesel fuel

Shell Rotella is the #1 Heavy Duty Engine Oil Brand in North America. [6] For more information about the Shell Rotella® engine oils visit Rotella.com. To stay up-to-date on the latest news from Shell Rotella®, follow Shell Rotella® on Facebook, Twitter, and Instagram for updates.



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# OFF THE BEATEN PATH

BY PAM POLLOCK

## Yinz Drive Me Crazy...



When I discussed the topic of this month's column with my boss, aka my spouse, he told me to expect some backlash from some of my readers. I'm not a gambler person by nature, but what the heck, I'm gonna roll the dice and take my chances.

I've been to several outdoors truck shows this year and have more scheduled through the end of the year. I've been noticing a trend for the past 12 years or so that, in my opinion, is getting out of hand. I'm talking about all of the golf carts and motorized scooters that show attendees are bringing to drive around the showgrounds.

A couple of weeks ago I attended a very large truck show and I had to dodge the above mentioned golf carts, motorized scooters, and children on kick scooters. I tried to be nice and polite, hey, I get it, I'm not a fan of walking, either. But it was an incredibly hot and humid day with the temperature being an actual 84° with a real feel of 92°. It was my 62<sup>nd</sup> birthday. I have two bad knees that were aching nonstop. I had boob sweat dripping down to said knees. Yeah, I was more than a wee bit cranky. I was toting my camera, an accessory pouch, and a bottle of water. I was WALKING.

Zoom! Zoom! Zoom! The invasion of golf carts roaring down the path clearly marked "Pedestrian Traffic Only" irked me. The drivers would roar up into the crowd of thousands of people and expect everyone to move out of their way. They'd salute us with a can of beer, I was tempted to return the salute with my middle finger. Oh, who am I kidding? I did return that salute with my middle finger...

Next up were the motorized scooter people. Apparently, they thought they were cowboys riding their steeds in the wild, wild west. They rode side by

side down the pavement, moving over for no one, veering from left to right to look at the big rigs.

Yep, they drew my ire, and I unleashed my fury on them. "Looks like yinz guys have really bad knees!" I called out to them.

"What?" one of them questioned me.

"The scooters," I replied.

"All of yinz must have bad knees if you have to ride these scooters to get around!"

The dudes all avoided looking at me and one sheepishly said over his shoulder, "Oh yeah, we have really bad knees."

"Me, too" was my reply. "Yet here, I am, WALKING around and not being rude."

They ignored me, and continued on their merry way down the asphalt, going here and there and everywhere.

I get it, men. It was hot, it was a huge venue, and let's face it, you were lazy and didn't want to walk. I didn't want to walk, either. But I did. And so did an older gentleman in his 70s, who was walking with a bandaged knee and had both knees replaced. And a man who appeared to be in his 60s and looked to be recovering from a stroke, who was gingerly making his way among the trucks with the use of a cane.

I can't change the rules and tell you not to zip through the crowds in your golf carts and motorized scooters. I can't tell you to ask your kids not to dart in front of me. But I can ask all of yinz to have some respect and courtesy and use some etiquette when you encounter thousands of people who are out there walking. Because yinz clearly drove me crazy.

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# Larry Sillman Retires After 61 Years Of Trucking



Larry Sillman with the Jones Performance trucks Harper and Hoodlum in the background.

By Steve Pollock

WEST MIDDLESEX, PA... Professional Truck Driver Larry Sillman announced his upcoming

retirement from Jones Performance, effective this October 28<sup>th</sup>, on his 80<sup>th</sup> birthday.

Larry began his truck-

ing career in 1962 when he joined the U.S. Army at the age of 17. He was stationed in Southern France for 30 months where he drove about every kind of truck the Army had. Larry would pick up equipment, including semis, buses, and other motor pool vehicles from the Port of Rotterdam, Holland and then transport them to wherever needed in Europe. During his deployment he drove in five different countries. When Larry returned to his home in Erie, Pennsylvania after his discharge in 1964, he got a job in a factory and was also employed part-time at a local trucking company, working the dock and driving at night. In 1965 Larry became a full

time driver and spent the next 25 years running local and OTR. He has been a member of the Teamsters Union for 41 years and now receives a Teamsters pension.

Larry decided to retire in 2003, but he quickly got bored sitting around (and was driving his wife crazy), so he began driving part time for a variety of companies. His friend Rudy Gillispi, who drove for Jones Performance in West Middlesex, Pennsylvania told Larry that the company was in need of another driver. Larry went to work at Jones, where he has spent the past 11 years of his driving career. Larry has enjoyed the work delivering truck hoods, bumpers, and fenders to points all over the country, primarily from Iowa and East. He also drove Jones Performance's show truck Happer and Hoodlum to many industry truck shows.

Larry said, "I have always enjoyed talking with people, especially when they want to look at my truck." As you can imagine, Larry got plenty of attention while driving the Jones Performance Show Trucks. Jones Performance President Dave Jones had this to say about Larry, "Larry is a prince. He is a full blown professional and an all-around good guy. We nev-

er, ever had to worry when he was driving our truck. We are sure going to miss him!"

Larry lives in Hadley, Pennsylvania with his wife

of 58 years, Rhonda. As for his retirement plans, he plans to take one day at a time, that is of course unless he gets on Rhonda's nerves.

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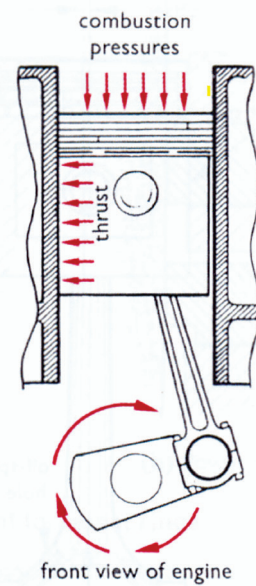
# High Performance Diesels with Bruce Mallinson

I always wondered why Kenworth never made the cab of their great trucks about 6" longer so taller people would have room for their legs. Recently I had the opportunity to meet Mike McWilliams from Bakersfield, Ca. He is now 56 years old, and in his younger years, he was a welder fabricator in the oilfield. The lure of the open road, being self-employed and heavy hauling led him to purchase a 1979 A model

Kenworth. I asked him what made him do the things he does to equipment, and he said, "It's in my blood; I can't leave things alone. I always have to improve the design, like making my old W90A a 6" extended cab. I also extended the frame horns 9" to make it a long nose. I couldn't find the long hood, so I made a 9" cowl and kept the short standard hood." After California banned the use of non-emission trucks, he de-

ecided to pull his 5th-wheel camper trailer with the Q model. To get traction, he built a tilt tray that latched into the fifth wheel plate. That was the only securement, just the kingpin and the weight of the D-4 dozer to hold it down. He could not pull the traveling tailor without the D4 on the deck, or the tray would lean back to the ground.

Next month we will showcase his newer Kenworth with a 180-inch bunk



engine and are looking to increase its horsepower and torque, please give us a call. We are one of the few shops in the country that still regularly stock parts for this engine as well as a large inventory of miscellaneous parts in the clearance section of our website.

If you listen to our podcasts with Kevin Rutherford or our radio program on Sirius XM, you may have heard us talk about piston side thrust. I have received a few questions asking to explain that in a bit more detail. The funny thing about most engine topics is that the rabbit hole is deep and simple ideas can become complex quickly. I will attempt to explain what I am talking about plainly. So, we start with visualizing the engine from the front of the truck. The engine turns in the clockwise direction. SEE PHOTO. So you can see in the photo the major portion of the thrust is exerted on the left side of the cylinder. Naturally, this is called the major thrust side and the right side is called the minor thrust side. The amount of pressure on the liner is dictated by crank angle, cylinder pressure, piston speed, acceleration, and connecting rod geometry. A real world application is how one engine can have a shorter connecting rod than another. The one with the shorter rod would have more side thrust or friction. Friction in an engine is converted into heat. A typical symptom of high piston to liner friction is high oil or coolant temperature. Excessive friction will but more heat into the pis-

ton which will heat the oil via the oil squirters trying to cool the piston or the liner will absorb the heat and put that energy into the coolant. A poorly tuned engine with too much timing advance will add increased cylinder pressure. This excessive cylinder pressure will translate into increase side thrust which will increase friction. Again, this will show itself in high oil or coolant temperature. The most intuitive way to think of it is how lower piston speed makes less friction. Put your hands together and rub them as if you were trying to warm your hands. The faster you do this, the more heat you'll generate. The harder you push your hands together the more heat you generate. Do both and you will quickly feel how excessive friction can lead to excessive heat in your engine. There is not much you can do as a consumer to change this issue since the side thrust is designed into the engine. There are a few things to consider or watch out for. Your engine oil is what reduces the piston to liner friction. Having proper oil type, capacity, and clean oil make all the difference. When that oil is not there or has broken down, your engine will destroy itself from the generated heat. You'll see this in scored liners, broken pistons, etc.

Written by: Bruce Mallinson, Peter Sharp, Leroy Pershing - Pittsburgh Power Inc., 3600 S. Noah Drive, Saxonburg, PA, 16056 Phone (724) 360-4080, Email: Information@Pittsburghpower.com

and a box on the front of the trailer that hauls his dune buggy or Harley Davidson.

It has been 30 years since the last N-14 mechanical engine rolled off the assembly line. The mechanical N-14, in my opinion, is an excellent engine that is often overlooked by the younger generation of drivers and sometimes even older ones.

We recently finished rebuilding one of these engines in our shop on a 1652 CPL that was making 430HP from the factory. We installed steel pistons to replace the less durable aluminum stock pistons, a larger turbo with custom flow injectors, and a newly rebuilt fuel pump. With this setup, we are able to take this engine from 430 flywheel horsepower to 625 flywheel horsepower and still be reliable on the road.

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# Fleet Air Filter -The Last Air Filter You Will Ever Need

**By Steve Pollock**

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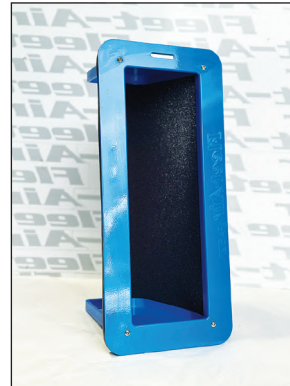
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# Latest Trucking Industry News

## ATA-Led Coalition Urges Congressional Leaders to Repeal FET

Washington, DC... The American Trucking Associations was joined by eight trucking organizations and affiliates in a renewed effort to repeal the outdated and counterproductive federal excise tax, or FET, on heavy-duty trucks and trailers.

The coalition sent a letter to the leaders of Senate Finance Committee and House Ways & Means Committee to express strong support for the Modern, Clean, and Safe Trucks Act. The bipartisan legislation would repeal the FET and immediately reduce the cost of new, cleaner, and safer trucks by 12 percent, making it easier for fleets to upgrade their equipment.

"Eliminating this tax will remove a barrier to retiring older trucks that lack modern emissions control and safety technologies, allowing owners to replace them with modern, clean models that are safer and more environmentally friendly," the coalition wrote.

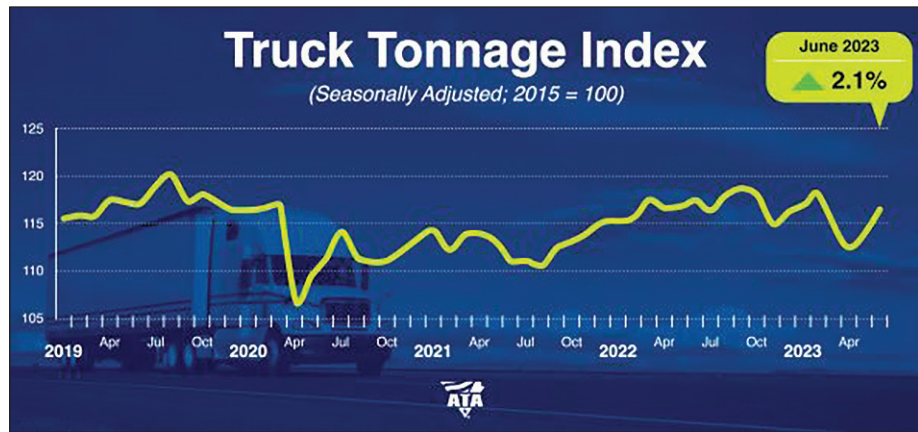
"Our coalition is grateful to the House and Senate champions of the Modern, Clean, and Safe Trucks Act (H.R. 1440, S. 694) for once again putting forward legislation that will help the trucking industry unleash the latest technologies," the coalition continued. "Stakeholders across the trucking supply chain stand ready to work with those champions and other leaders in Congress to advance this important proposal. As the Senate Finance Committee and House Ways & Means Committee consider tax policies to continue growing our economy, we are grateful for your consideration of repealing the outdated FET."

Nearly half of the trucks in America's trucking fleet were manufactured prior to 2010. Each new clean-diesel truck will reduce emissions by 83% compared to the pre-2010 model power unit it replaces on our highways.

Today's vehicles are also equipped with the latest safety innovations that have been proven to save lives. New truck models meet 2015 standards for stability control and increasingly include advanced driver assistance systems that improve braking, steering, warning, and monitoring responses to prevent crashes.

In addition to the American Trucking Associations, the letter was co-signed by the leaders of American Truck Dealers, Truckload Carriers Association, National Tank Truck Carriers, NATSO, SIGMA, Diesel Technology Forum, Truck & Engine Manufacturers Association, and Clean Freight Coalition.

## ATA Truck Tonnage Index Increased 2.1% in June



Washington, DC... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index rose 2.1% in June after increasing 1.2% in May. In June, the index equaled 116.5 (2015=100) compared with 114.1 in May.

"While the tonnage index increased in both May and June, it remains in recession territory," said ATA Chief Economist Bob Costello. "The index continues to fall from

a year earlier and is off 1.9% from its recent peak in September 2022. A multitude of factors have caused a recession in freight, including stagnant consumer spending on goods, lower home construction, falling factory output, and shippers consolidating freight into fewer shipments compared with the frenzy during the goods buying spree at the height of the pandemic. However, the magnitude

of the year-over-year declines is improving, perhaps pointing to a bottom in the freight market."

May's increase was revised lower from our June 20 press release.

Compared with June 2022, the SA index decreased 0.8%, which was the fourth straight year-over-year decrease. In May, the index was down 2.4% from a year earlier.

The not seasonally adjusted index, which

represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 120.8 in June, 1.8% above the May level (118.7). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

Trucking serves as a barometer of the U.S. economy, representing 72.6% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 11.46 billion tons of freight in 2022. Motor carriers collected \$940.8 billion, or 80.7% of total revenue earned by all transport modes.

ATA calculates the tonnage index based on surveys from its membership and has been doing so since the 1970s. This

is a preliminary figure and subject to change in the final report issued around the 5th day of each month. The report includes month-to-month and year-over-year results, relevant economic comparisons, and key financial indicators.

American Trucking Associations is the largest national trade association for the trucking industry. Through a federation of 50 affiliated state trucking associations and industry-related conferences and councils, ATA is the voice of the industry. America depends on most to move our nation's freight. Follow ATA on Twitter or Facebook. Trucking Moves America Forward.

## Intermodal Challenged in Second Quarter

CALVERTON, MD... Total intermodal volumes fell 10.4 percent year-over-year in the second quarter of 2023, according to the Intermodal Association of North America. All segments showed declines: domestic containers, 6.3 percent; international containers, 13.2 percent; and trailers, 20.1 percent.

"Slower year-over-year demand for goods and a competitive freight environment have taken its toll for a second quarter," said Joni Casey, president and CEO of IANA. "On the other hand, the numbers suggest a later peak this year and an improved picture for the second half of 2023."

The seven highest-density trade corridors, which collectively handled more than 60 percent of total volume, were all down in the second quarter. The Southeast-Southwest dropped 18.3 percent, followed by the South Central-Southwest at 13.8 percent. The Midwest-Southwest declined 12.9 percent; Trans-Canada, 10.5 percent, and the Midwest-Northwest, 9.1 percent. The Northeast-Midwest came in 7.6 percent lower, while the Intra-Southeast corridor posted losses of 7.1 percent.

Total IMC volume fell 31.9 percent year-over-year in Q2, with intermodal traffic down 16.5 percent and highway loads down 39.7 percent.

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# Hunter Truck Buffalo Celebrates 15 Years



This past June, our Hunter Truck- Buffalo location celebrated their 15th anniversary! The event featured a truck show made up of Peterbilts all owned by customers of Hunter Truck Buffalo. We also had vendors, parts specials, demos, giveaways, great food, and good times.

Thank you to our customers, vendors, family members, and friends that helped our team in Buffalo celebrate this milestone!



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# OOIDA Backs Senate Bill to Prevent Dangerous FMCSA Mandate

Washington, DC... The Owner-Operator Independent Drivers Association (OOIDA) announced its strong support for the Deregulating Restrictions on Interstate Vehicles and Eighteen-Wheelers (DRIVE) Act (S. 2671). The legislation was introduced by Senator Steve Daines (R-MT) to prohibit the Federal Motor Carrier Safety Administration (FMCSA) from promulgating any rule or regulation mandating speed limiters on large commercial motor vehicles (CMVs). A House version of the legislation (H.R. 3039) was introduced earlier this year.

Speed limiting devices on large trucks have been proven to create unnecessary congestion and dangerous speed differentials among vehicles. This results in higher rates of vehicle interaction and higher crash rates.

"Forcing trucks to speeds below the flow of traffic increases interactions between vehicles and leads to more crashes. It'll be like an obstacle course for passenger vehicle drivers on our highways," said OOIDA President Todd Spencer. "OOIDA and our 150,000 members in small business trucking across America thank Senator Daines for his leadership in working to keep our roadways safe for truckers and for all road users."

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

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

"A mandated speed limiter rule on trucks would cause rolling traffic jams on many interstate highways, where there's varying terrain or when trying to pass two or more governed trucks. The resulting speed

differentials between governed trucks and private vehicles will reduce highway safety. Thus, the National Association of Small Trucking Companies heartily supports the DRIVE Act. NASTC is very pleased to see this bill introduced in the Senate, and we thank Senator Daines for sponsoring the DRIVE Act," said David Owen, President, National Association of Small Trucking Companies.

"Cattle producers have full faith in our highly trained livestock haulers. Adding another piece of government-mandated technology to their trucks will make them less prepared to adjust to road conditions while actually making the roads less safe. NCBA is a strong supporter of the DRIVE Act, and we appreciate Senator Daines supporting legislation that is backed by livestock haulers and makes the roads safer," said National Cattlemen's Beef Association President Todd Wilkinson.

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

the potential to increase interactions and crashes is dangerous to responders and the motoring public," said Cynthia J. Martineau, Executive Director of the Towing and Recovery Association of America.

The DRIVE Act was introduced in response to an FMCSA rulemaking proposal announced in April 2022. The agency has received more than 15,000 comments on the proposal, the majority from truck drivers expressing opposition.

- Original Cosponsors
- \* Senator Mike Lee (R-UT)
  - \* Senator Roger Marshall (R-KS)
  - \* Senator Mike Rounds (R-ND)
  - \* Senator John Thune (R-SD)
  - \* Senator Roger Wicker (R-MS)

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

# Clean Freight Coalition Meets With DOE-DOT Joint Office On Heavy-Duty Charging Infrastructure

Washington, DC... Leaders from the Clean Freight Coalition (CFC) recently met with officials from the Joint Office of Energy and Transportation (Joint Office) to discuss the challenges and opportunities of transitioning the nation's commercial truck fleet to low- and zero-emission vehicles. The first meeting between CFC and the Joint Office comes as emerging state and federal regulations aim to push the transportation sector toward decarbonization.

The Joint Office was created through the Bipartisan Infrastructure Law to facilitate collaboration between the U.S. Department of Energy and the U.S. Department of Transportation on deploying a network of electric vehicle chargers and zero-emission fueling infrastructure. As an alliance of freight transportation stakeholders committed to a zero-emission future, the CFC launched in March to educate policymakers on these issues.

During the meeting, the CFC urged the Joint Office to consider the heavy-duty sector when granting federal funds. CFC cites a massive infrastructure gap as one of the largest hurdles to a seamless transition away from carbon-based fu-

els—one that policymakers need to focus on now, says the CFC.

In order to realize the scalable deployment of medium- and heavy-duty battery-electric trucks envisioned by EPA's GHG3 rulemaking, 15,625 chargers would have to be installed every month between now and 2032, according to a Ricardo analysis. To date, no state has directed any National Electric Vehicle Infrastructure (NEVI) grant program funds to medium- and heavy-duty charging infrastructure.

For charging to be compatible with complex truck driving schedules, charging will have to take place at existing truck parking locations along interstate routes, yet the industry already faces a chronic, nationwide shortage of commercial truck parking.

The CFC also met with the following lawmakers on Capitol Hill to discuss concerns over EPA's GHG3 rulemaking and to urge repeal of the federal excise tax, which would provide dramatic and immediate emissions reductions by helping turnover the nations aging truck fleet with today's cleaner and safer models.

Learn more at [cleanfreightcoalition.org](http://cleanfreightcoalition.org)






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## Join or Renew for a 2-year membership and SAVE!

In celebration of OOIDA's 50th Year Anniversary, we are offering a special membership rate for the entire year of 2023.

Join or renew for a **2-year membership** for **only \$50** – that is a savings of \$40 off the regular annual price for two years.

The special rate is valid **Jan. 1 - Dec. 31, 2023.**

Show your support for OOIDA and join or renew for a 2-year membership and save! Visit **[oida.com](http://oida.com)** or call the OOIDA Membership Dept. at **816-229-5791** to take advantage of this special offer.

\* The special \$50 membership dues offer is only applicable to a two-year membership. Purchase of a single year membership remains the regular annual price of \$45. Spouse members and additional driver members are \$10/year. Life membership is calculated as \$35 x number of years until 65, minimum \$125.



# Peterbilt Legendary Model 589 Now Available for Order - Production Begins January 2024

Denton, TX... Peterbilt has announced the Model 589 is now available for customer orders. The Model 589 was introduced

in May and is the legendary successor to the iconic Model 389.

"Anticipation for this

truck is running high," commented Jake Montero, Peterbilt assistant general manager - sales & marketing. "Customers are eager



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to experience first-hand the premium features and unmistakable presence of the Model 589. The 589 will be the top choice for customers in this segment."

The Model 589 features classic Peterbilt styling including a wrap-around aluminum grille crown, stainless steel grille, an aluminum hood with 121-inch or 131-inch BBC, dual stainless steel external air cleaners and pod-mounted headlights. It can be configured as a day cab or a sleeper in 44-inch, 58-inch, 72-inch or 80-inch options. The interior of the first five hundred and eighty-nine

Model 589s will be enhanced with an individually numbered commemorative plate installed on the passenger side dash.

A distinctive legendary package is also available which showcases Peterbilt heritage. It includes the original script logo from 1939, along with bright spears on the side of the hood, polished fenders and bright rocker panels.

"The Model 589 represents the essence of the Peterbilt brand in terms of styling and driver appeal," added Jason Skoog, PAC-CAR vice president and Peterbilt general manager. "The enhanced comfort,

technology and performance of the Model 589 will benefit owner-operators as well as help our customers recruit and retain drivers. I look forward to seeing the Model 589 on the roads of North America."

Customers can place orders for the Model 589 through any of Peterbilt's 425+ dealer locations in North America. Production begins January 2024 at Peterbilt's factory in Denton, Texas.

Visit [Peterbilt.com](http://Peterbilt.com) for more information.



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# Out And About At The 2023 Walcott Truckers Jamboree



Iowa 80 Trucking Museum celebrated the 100th birthday of its 1923 Mack AB. The celebration included birthday cake, refreshments, and balloons.



At left: Recruiters for Mercer Transportation were at the Walcott Truckers Jamboree to talk to drivers.



At left: Left to right: OOIDA's Bailey Askew, Todd Spencer, and Trevor Williams were on hand with the OOIDA trailer and the "Spirit Tractor."



The crew from Southern Pride pose for a photo.



The Landstar team was under the Big Top Tent.



The team from Trans-United.

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# Walcott Truckers Jamboree - Dedicated to America's Truckers



WALCOTT, IOWA – The World's Largest Truckstop celebrated America's truckers in July with an estimated 46,654 drivers, their families, and local residents in attendance during the 44th Walcott Truckers Jamboree. Visitors came from almost 30 different states and two Canadian Provinces to display their trucks; drivers from Arizona, Alabama, North Carolina, and Canada traveled the farthest.

The Walcott Truckers Jamboree has been celebrating truckers, "rain or shine", since 1979. This year was no different – with only a little rain delay on Friday. "The Walcott Truckers Jamboree celebrates professional drivers

and the important work they do for America", says Heather DeBaillie, Vice President of Marketing. "We love seeing everyone come together, make new friends and join in the fun. The trucking community is amazing. From truckers to our vendor and sponsor partners to our staff who help execute this event; we want to say, 'thank you' for making the Walcott Truckers Jamboree possible for everyone to enjoy."

During the three days, guests enjoyed over 150 exhibits; a Super Truck Beauty Contest with 108 registered contestants; a fantastic antique truck display with over 100 vehicles; delicious Iowa pork chop cookout; Trucker Olympics;

a Pet Contest and free, live concerts. Concerts were courtesy of Mobil Delvac, Freightliner Run Smart Trucks and CAT Scale. Both Thursday night and Friday night included fireworks displays, a truck light show and plenty of fun for the whole family!

Iowa 80 Trucking Museum also celebrated the 100th birthday of its 1923 Mack AB. The celebration included birthday cake, refreshments, and balloons.

Mark your calendars! The 45th Anniversary Walcott Truckers Jamboree will be held July 11th-13th, 2024. Next year will also be the 60th Anniversary of the Iowa 80 Truckstop. It's going to be a great event; you won't want to miss!

## 2023 Walcott Truckers Jamboree Super Truck Beauty Contest Winners List

**WT: Cabover:** 1<sup>st</sup>: Dennis Sikorski, 1995 Peterbilt 362 Cabover – Old School and Flat Broke; 2<sup>nd</sup>: Matt Schleuger, 1993 Kenworth K100E – Not Daddy's Money; 3<sup>rd</sup>: David Brewster, 1989 Kenworth K100 "Family Tradition"

**WT: Company Truck – Bobtail :** 1<sup>st</sup>: Seth Dalberg, 2022 Kenworth W990 – Spare Change; 2<sup>nd</sup>: Eva Knelsen, 2021 Kenworth W900L – Ken Worth, Jr.; 3<sup>rd</sup>: Dawson and Bobbie Taylor, 2020 Freightliner Cascadia - Roll of the Dice

**WT: Company Truck – Combination:** 1<sup>st</sup>: Luke Oligschlaeger, 2020 Kenworth W900 & 2020 Great Dane trailer; 2<sup>nd</sup>: Andrew Worth, 2021 Peterbilt 389 & 2010 Brenner tanker trailer; 3<sup>rd</sup>: Don Hummer Trucking, Kenworth W990 & 2016 Utility Van trailer

**WT: Specialty:** WINNER: Andrew Utley, 2018 Peterbilt 567

**Rat Rod:** WINNER: Tim Feidt, 1980 Mack Army Truck

**WT: 2023-2020 Bobtail Conventional:** 1<sup>st</sup>: Duane Peden, 2022 Peterbilt 389; 2<sup>nd</sup>: James Nalin, 2022 Freightliner Cascadia American Patriot; 3<sup>rd</sup>: Brian Collman, 2023 Peterbilt 389

**WT: 2019-2013 Bobtail Conventional:** 1<sup>st</sup>: Duane Hosteter, 2015 Peterbilt Foxy Roxy; 2<sup>nd</sup>: Vladimir Vitosevic, 2014 Volvo D13 – White Falcon; 3<sup>rd</sup>: Jesse Wellmeier, 2013 Mack Pinnacle HDV-33

**WT: 2012-2005 Bobtail Conventional:** 1<sup>st</sup>: Fritz Littlefield, 2006 Peterbilt Never Done; 2<sup>nd</sup>: Matt Kunkle, 2007 Peterbilt Cowboy Cadillac; 3<sup>rd</sup>: Rick Kaiser, 2005 Peterbilt

**WT: 2004-1999 Bobtail Conventional :** 1<sup>st</sup>: Nate Heiderscheidt, 2003 Peterbilt 379; 2<sup>nd</sup>: Mike Schlabach, 2000 Peterbilt Joliet; 3<sup>rd</sup>: Mel Williams, 2003 Peterbilt 379

**WT: 1998 & Older Bobtail Conventional:** 1<sup>st</sup>: Ron Brubaker, 1993 Peterbilt 379 One of a Kind; 2<sup>nd</sup>: Raiko Graveran, 1995 Freightliner FLD-120 Little Blue; 3<sup>rd</sup>: Blake Copeland, 1985 Peterbilt 359

**WT: 2023-2018 Combination:** 1<sup>st</sup>: Brian Pete, 2019 Peterbilt 389 & 2022 Mac trailer; 2<sup>nd</sup>: Robert Hallahan, 2022 Peterbilt 389 & 2015 Great Dane trailer Jokes On You; 3<sup>rd</sup>: Douglas Prier, 2022 Kenworth

W900L & 2022 Wilson Flatbed - The Green Lantern

**WT: 2017-2009 Combination:** 1<sup>st</sup>: Jonathan Yohn, 2013 Peterbilt & 2019 Great Dane trailer; 2<sup>nd</sup>: Jeremy Heiderscheidt, 2016 Peterbilt & 2023 Trail King flatbed trailer; 3<sup>rd</sup>: Grant Hicks, 2016 Peterbilt & 2023 Tempte Hopper trailer

**WT: 2008-2000 Combination:** 1<sup>st</sup>: Michael and Jackie Wallace, 2007 Freightliner and 2014 Great Dane trailer Semper Fi; 2<sup>nd</sup>: Matthew Middleton, 2002 Peterbilt and 2009 Utility Van trailer; 3<sup>rd</sup>: Dylan Mercier, 2005 Mack & 2022 Wilson Hopper trailer Our Fallen Heroes

**WT: 1999 & Older Combination:** 1<sup>st</sup>: Daniel and Phyllis Snow, 1996 Freightliner and 2006 Utility van trailer The Goose; 2<sup>nd</sup>: John Jaikes, 1999 Kenworth and 2006 Utility Reefer Only Class; 3<sup>rd</sup>: Jay VanKampen, 1976 Kenworth & 2023 Wabash trailer Spirit of Wooden Shoes

**Show Class:** 1<sup>st</sup>: Brian Pete, 2019 Peterbilt; 2<sup>nd</sup>: Kate Whiting, 1973 Kenworth Cherry Pie; 3<sup>rd</sup>: Dan Brubaker, 1996 Peterbilt Low Life

**Custom Paint – Bobtail:** 1<sup>st</sup>: Dan Brubaker, Peterbilt Low Life; 2<sup>nd</sup>: Kate Whiting, 1973 Kenworth Cherry Pie; 3<sup>rd</sup>: Aaron Copeland, 1981 Kenworth

**Custom Paint – Combination:** 1<sup>st</sup>: Brian Pete, 2019 Peterbilt and 2022 Mac trailer; 2<sup>nd</sup>: Zach Strayer, 2023 Peterbilt and 2023 Wilson Cattle trailer Notorious P.I.G.; 3<sup>rd</sup>: Robert Hallahan, 2022 Peterbilt 389 & 2015 Great Dane trailer Jokes On You

**Custom Graphics – Bobtail:** 1<sup>st</sup>: Dawson and Bobbie Taylor, 2020 Freightliner Roll of the Dice; 2<sup>nd</sup>: Shelle Lichti, 2023 Freightliner The Rainbow Rider; 3<sup>rd</sup>: Eva Knelsen, 2021 Kenworth Ken Worth, Jr.

**Custom Graphics – Combination:** 1<sup>st</sup>: Dylan Mercier, 2005 Mack & 2022 Wilson Hopper trailer Our Fallen Heroes; 2<sup>nd</sup>: Troy Baumgartner, 2018 Peterbilt and 2023 Mac Conestoga trailer Aurora; 3<sup>rd</sup>: Andrew Worth 2021 Peterbilt & 2010 Brenner tanker trailer

3<sup>rd</sup>: Raiko Graveran, 1995 Freightliner Little Blue

**Polish & Detail – Combination:** 1<sup>st</sup>: Zach Strayer, 2023 Peterbilt and 2023 Wilson Cattle trailer Notorious P.I.G.; 2<sup>nd</sup>: Jonathan Yohn, 2013 Peterbilt & 2019 Great Dane trailer; 3<sup>rd</sup>: Robert Hallahan, 2022 Peterbilt 389 & 2015 Great Dane trailer Jokes On You

**Interior – OEM Sleeper – Bobtail:** 1<sup>st</sup>: Dawson and Bobbie Taylor, 2020 Freightliner Roll of the Dice; 2<sup>nd</sup>: Jeff Hoker, 2023 Peterbilt Worth the Wait; 3<sup>rd</sup>: Brian Pete, 2023 Peterbilt Gas Money

**Interior – OEM Sleeper – Combination:** 1<sup>st</sup>: Zach Strayer 2023 Peterbilt and 2023 Wilson Cattle trailer Notorious P.I.G.; 2<sup>nd</sup>: Robert Hallahan, 2022 Peterbilt 389 & 2015 Great Dane trailer Jokes On You; 3<sup>rd</sup>: Brian Pete, 2019 Peterbilt and 2022 Mac trailer

**Interior – OEM Conversion Sleeper:** 1<sup>st</sup>: Ron Brubaker, 1993 Peterbilt One of a Kind; 2<sup>nd</sup>: John Jaikes, 1999 Kenworth & 2006 Utility Reefer trailer Only Class; 3<sup>rd</sup>: Maurice Zurliene, 1982 Ford LTL9000 Old Art

**Interior – Custom Sleeper:** 1<sup>st</sup>: Daniel and Phyllis Snow, 1996 Freightliner and 2006 Utility van trailer The Goose; 2<sup>nd</sup>: Marcel Pontbriand, 1989 Peterbilt and 2015 Great Dane Van trailer Cowboy of the Road; 3<sup>rd</sup>: Michael and Jackie Wallace, 2007 Freightliner and 2014 Great Dane trailer Semper Fi

**Lights at Night – Bobtail – Theme:** 1<sup>st</sup>: Fritz Littlefield, 2006 Peterbilt; 2<sup>nd</sup>: Eva Knelsen, 2021 Kenworth Ken Worth, Jr.; 3<sup>rd</sup>: James Nalin, 2022 Freightliner American Patriot

**Lights at Night – Bobtail – Most Unique:** 1<sup>st</sup>: Brian Pete, 2023 Peterbilt Gas Money; 2<sup>nd</sup>: Mark Lancaster, 1967 Peterbilt Keepin' It Teal; 3<sup>rd</sup>: Duane Hosteter, 2015 Peterbilt Foxy Roxy;

**Lights at Night – Bobtail – Overall Presentation:** 1<sup>st</sup>: Aaron Copeland, Taylorville, IL 1981 Kenworth; 2<sup>nd</sup>: Raiko Graveran, 1995 Freightliner Little Blue; 3<sup>rd</sup>: Blake Copeland, 1985 Peterbilt

**Lights at Night – Combination – Theme:** 1<sup>st</sup>: Zach Strayer, 2023 Peterbilt and 2023 Wilson Cattle trailer Notorious P.I.G.; 2<sup>nd</sup>: Douglas Prier, 2022 Kenworth W900L & 2022 Wilson Flatbed - The Green Lantern; 3<sup>rd</sup>: Michael and Jackie Wallace, 2007 Freightliner and 2014 Great Dane trailer Semper Fi

**Lights at Night – Combination – Most Unique:** 1<sup>st</sup>: Robert Hallahan, 2022 Peterbilt 389 & 2015 Great Dane trailer Jokes On You; 2<sup>nd</sup>: Daniel and Phyllis Snow, 1996 Freightliner and 2006 Utility van trailer The Goose; 3<sup>rd</sup>: Marcel Pontbriand, 1989 Peterbilt and 2015 Great Dane Van trailer Cowboy of the Road

**Lights at Night – Combination – Overall Presentation:** 1<sup>st</sup>: Zach Strayer, 2023 Peterbilt and 2023 Wilson Cattle trailer Notorious P.I.G.; 2<sup>nd</sup>: Brian Pete, 2019 Peterbilt and 2022 Mac trailer; 3<sup>rd</sup>: John Jaikes, 1999 Kenworth & 2006 Utility Reefer trailer Only Class

**Best Overall Theme:** Marcel Pontbriand, 1989 Peterbilt 379 & 2015 Great Dane – Cowboy of the Road

**Trucker's Choice:** Zach Strayer, 2023 Peterbilt and 2023 Wilson Cattle trailer Notorious P.I.G.

**- All photos by Dan Pollock-**





# 2023 Walcott Truckers Jamboree

All photos by  
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## Roger Kral Marks 52 Years At Kuhnle Brothers



L to R: Roger Kral received a \$1,000 cash bonus from Owner Kim Kuhnle for 52 years of service.

**By Steve Pollock**

NEWBURY, OH... Roger Kral was honored for 52 years of driving for Kuhnle Brothers at a steak dinner at the company's headquarters this past August 11<sup>th</sup>. Typical for Roger, he ran two loads to Cleveland and back that morning, arriving back at headquarters a few minutes before the steak fry began.

79 year old Roger wanted to drive truck since he was a little kid. When a truck would drive by the playground, Roger couldn't take his eyes off it. He started driving truck at the age of 18 and in his 61 years of driving, 52 of those have been at Kuhnle Brothers, logging an amazing 5 million+ safe miles.

Roger and his wife

of 38 years Cindy live in Newbury, Ohio. Roger plans to keep on trucking as long as he can.

Kuhnle Brothers is a bulk tank hauler with one of the country's largest fleets of rubber lined and composite tankers, along with numerous stainless tanks and dry bulk trailers. They have a fleet of 220 power units.

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# Something to Think About - What Grows in Your Garden?

by: Mike McGough

He is a meanderer. When something catches his eye, he is drawn to it like a magnet. A trip to the store for two or three items can take four to five hours. Oh, he almost always gets what he goes for, but on the way, he makes numerous other stops. He ends up getting at least a half-dozen things that aren't on his shopping list, just because he saw them. If he spots something along the road that someone has set out for free, and

he thinks he may someday have some use for it, it ends up in the bed of his truck.

He knows lots of people, so there's generally a couple of his hey-how-you-doin' stops along the way. Depending on what's growing in his garden, he may also drop off some tomatoes or a squash or two to someone on his travels. He enjoys helping people, so he may also be picking something up or dropping something off for someone who needs his

help. And then there's always a refreshment stop or two. This guy gives the word "snacks" a broad interpretation, he pursues snacks with meaningful intent, and he makes finding them enjoyably purposeful. Needless to say, he's a tad overweight.

His kids and later his grandkids found ride-alongs entertaining. When they were young and had nothing better to do for a few hours, they were great. A ride-along was a mini-adventure, on which his unsuspecting

passengers had little or no idea how long they'd be out or where all they'd end up going.

From time to time, a ride-along also produces a unique opportunity for a life lesson. He seizes such opportunities with both hands, always believing in the value of experiential learning. Not so long ago, one particular mini-adventure produced such an opportunity about the virtue of kindness.

His passenger that day had been out on such jaunts many times before, and this outing started out like so many others. He said he was going to pick up some prescriptions and get a paper. That seemed

simple and should have taken no more than twenty minutes. Three and a half hours later, they were back home. They did get the prescriptions and the paper, but they did so much more.

He bought six sets of screwdrivers that were on sale at the hardware, where he stopped because not every store

has Pay Day candy bars, his favorite. He noticed he was short on cash, so they stopped by the bank for a quick withdrawal, then they sat in the parking lot of the bank and chatted with an old colleague for a bit. He heard on the radio that there was going to be a meteor shower that evening, so they stopped to get some marshmallows to toast over the fire they'd build while looking for shooting stars. They were near the post office, so they stopped to get the mail. Since they were close, he decided to run the truck through the car wash. (I suppose in his case it was a truck wash!) It had been a pleasant ride so far, and it was clearly time for some fries and a drink.

At the drive-up, he ordered two medium fries and two drinks, and a small cup of ketchup for the fries. The abrupt and somewhat rude response was, "We can't do that, we only have packets, pull forward." When he paid, it was clear the attendant was angered by his request, having a bad day, or just someone fresh out of kindness.

When they pulled up to the window to get their food, the manager

on duty appeared with two small cups of ketchup, handed them out the window, and said, "Enjoy your fries." He thanked her, and as they pulled away, his young passenger said, "That was kind of her." He saw the opportunity for a lesson, and he didn't let it pass.

As they sat in the lot, enjoying their fries and watching cars go by, he shared that lesson. "You know in each of us there's a mythical garden. It's where our virtues live. It's where those things that make us who we are and determine how we treat others take root, grow, and bloom. Everybody's garden is a little different. Some people seem to grow more of some virtues than others, and some folks seem to have more weeds than blossoms in theirs. Sadly, kindness is not a flower that blooms in everybody's garden, or it's choked out by the weeds they allow to take over. Fortunately, most people have seeds of kindness in their virtue gardens, they nourish them frequently, and they share the blossoms often!"

Is kindness flourishing in your virtue garden?



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

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

The initial run took place on August 1, 2023, as PGT Trucking moved material between Steel Dynamics' Pittsburgh's galvanizing locations. This daily shuttle service marks a significant step forward in PGT Trucking's commitment to sustainable and efficient transportation solutions.

"PGT Trucking is extremely proud to have successfully launched our first dedicated run for Steel Dynamics using Nikola's Class 8 battery-electric vehicle," said Gregg Troian, PGT Trucking President. "We are committed to providing our customers with innovative and sustainable transportation solutions, and this service offering will lead to a greener future for both the trucking and steel industries."

Environmental sustainability is a key focus for the two companies, and this partnership allows PGT

Trucking to transport Steel Dynamics' products efficiently while minimizing environmental impact. It is estimated that a short-haul delivery made using this truck will eliminate PGT's carbon emissions by more than 105,000 pounds annually. To support this partnership, Steel Dynamics installed a charging station at their MetalTech location for the battery-electric truck.

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

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

PGT Trucking, Inc., founded in 1981, is a

multi-service transportation firm offering flatbed, dedicated, international and specialized services. Headquartered in Aliquippa, PA, PGT is the leader in progressive freight transportation and fleet evolution. PGT operates over 1,000 power units and 1,500 trailers, exceeding customer expectations, focused on the Future of Flatbed®. PGT was recognized as a 2023 Best Fleets to Drive For®. At PGT Trucking, "Safety is Everyone's Job - All the Time." Visit [www.pgtrucking.com](http://www.pgtrucking.com).

Steel Dynamics is one of the largest domestic steel producers and metals recyclers in North America, based on estimated annual steelmaking and metals recycling capability, with facilities located throughout the United States, and in Mexico. Steel Dynamics produces steel products, including hot roll, cold roll, and coated sheet steel, structural steel beams and shapes, rail, engineered special-bar-quality steel, cold finished steel, merchant bar products, specialty steel sections and steel joists and deck. In addition, the company produces liquid pig iron and processes and sells ferrous and non-ferrous scrap.

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## A Likely Story - "Forgot Password"



**By Roger Clark**

To access my company email with the phone requires a password. So does my payroll. And Per Diem. Gmail. Social Security. Medicare. I even need a password to log into my passwords, which doesn't faze the folks in IT at all. Clearly, they've never seen the irony.

For years I got away with the same word, no matter which account it was for. Now I can't even use the same concept. Now there needs to be at least eight characters, and one capital letter. Oh, and some upper case, some lower case. Then a symbol. Or a hyphen. And maybe an underscore, whatever that is!

Just make sure it's vague enough that no one else will get it, but memorable enough that I won't forget it. Well now, that's comforting. I remember when I was age five, but don't know today where my pickup keys are.

Yet unblinking eyes of the internet gods are watching, and they don't like commonality. They don't like sequence, and certainly will not tolerate passwords from the past. Especially the use of the word "Password" used as a password. I know. I tried.

In fact, I've tried everything, from cars and trucks, to bottles and cans. I've tried the names of friends, family, streets, rivers, and rest areas. I've used calendars, menus, billboards, and even Chilton's Motor Manual.

No one outside my family remembers the dog's name, a county we lived in, or who actually owned the boat I was born on, but no place on the internet will accept these passwords. All I want to do is record my per diem, or transfer some funds, but first I have to jump through the hoops of user names and passwords. I may remember one, but forget the other, and never know which was which.

Where I'm at today, near the City Of Angels, per diem is \$75. I've been here five days, but I have to access a software program, click on the appropriate protocol, key in the right page, and locate the calendar date. All this just to add up the numbers. To get in on the transaction, by the way, I need the password that has changed four times in that many weeks.

I will succeed. I always do. But why can't I do it with a #2 pencil or a five-dollar calculator? Why do I end up on a first-name basis with the entire IT department?

There is a need for passwords, of course. If it was easy for me to see my money, I'd either celebrate, or faint. That's why I work harder to find my money than I do to earn it.

A truly dedicated hacker will eventually pick the lock on my checking account, but then be sorry he did. It'll be like going to prison for robbing a 7-11 store. It might be a few hundred bucks but divided by five years behind bars. In my mind, the math thing just doesn't work out. Passwords only complicate matters for the owners of accounts, not those hacking into them. Getting past the password is a burden to me. To the hacker, it's just another hurdle to see if he can pick my pockets. The problem for both of us is that the gas gauge is on EMPTY.

Many hackers hang around places like Starbucks to break into the files of unsuspecting customers. The good news for them is that most coffee customers ARE unsuspecting. The bad news is that after paying eight bucks for a cup of java, the customer is not only distracted, but broke. I oughta know!

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# Nick Strimbu, Inc. Joins Safe Driver Apprenticeship Program



19 year old Colin Trummer, Nick Strimbu's first SDAP candidate obtained his CDL at the New Castle School of Trade and will soon be driving this truck.

By Steve Pollock

BROOKFIELD, OH.... Nick Strimbu, Inc. of Brookfield, Ohio is one of 17 carriers in the nation to be chosen to participate in a new pilot program sponsored by the FMCSA called "Safe Driver Apprenticeship Program" or SDAP. Safe Driver Apprenticeship Program is for responsible 18, 19, and 20 year olds to begin their career as Professional Truck Drivers.

While the concept may seem controversial, remember these same 18, 19, and 20 years old men and women protect our Nation in uniform and in the process, operate complex weapon systems, sophisticated equipment, and machinery of all types.

Nick Strimbu, Inc. President Bill Strimbu said, "We are excited to participate in this pilot program, helping young drivers enter the

trucking industry. The bar is set high, but I am confident that there are many young men and women up to the challenge."

Participating carriers must meet the highest safety standards and be at or below the national average in all safety categories. Nick Strimbu had to be approved by the Department of Labor and the FMCSA. Apprentices and driver trainers must also

meet enhanced safety standards and be approved by the FMCSA to qualify to participate in SDAP. Nick Strimbu, Inc. currently has 5 driver trainers approved and is waiting for approval on their first apprentice applicant.

Some of the requirements for apprentices include:

- Apprentice must complete 120 hours of on-duty time with a driver trainer in

the passenger seat, with 80 hours of driving time.

- The apprentice will then have a 280 hour probationary period that includes 280 hours of on-duty time, along with 160 hours of supervised driving time.

- 400 hours on-duty and 240 hours of supervised driving time to graduate.

- Applicants must be competent at backing, close quarter maneuvering; pre-trip inspections; fueling procedures; weighing loads and weight distribution, including moving tandems, coupling, and uncoupling trailers; trip planning; truck routes; map reading; navigation; and permits.

Carriers are required to have enhanced safety equipment on board: On-Board Monitors; (forward and driving facing cameras; automatic or manual automatic transmissions; lane departure and active braking -collision mitigation systems. The carrier must report safety data on the apprentice once a month to the FMCSA and can terminate the applicant at any time they [the carrier or FMCSA] deem them to be unsafe. The trucks have a governed speed of 65 with the cruise control and at the pedal.

Nick Strimbu Driver Recruiter and Retention Manager Tom Banks stated, "We are happy to help young drivers enter the industry. We currently have several outreach programs, such as LIFT (Lifting Individuals For the Trades) for Mercer and Lawrence

counties in Pennsylvania and Trumbull and Mahoning Counties in Ohio, as well as Troops to Trucks. The SDAP program is a great enhancement."

Nick Strimbu, Inc. SDAP apprentices can expect to earn 65k to 75k their first year. Nick Strimbu, Inc. pays \$850 per week to apprentices during training. You must live within 100 miles of Brookfield, Ohio. To apply for the SDAP program, go to [www.nickstrimbu.com](http://www.nickstrimbu.com) or call Tom Banks at 330-448-4046, extension 124.

Nick Strimbu, Inc. was founded in 1926 and has been owned and operated by 4 generations of the Strimbu family. For many years the company was a flatbed carrier, but diversified to refrigerated, dry van, and specialized flatbed in 2008 and 2009.

Nick Strimbu, Inc. was honored as one of the 2023 Best Fleets To Drive For Award by the Truckload Carriers Association (TCA). Nick Strimbu, Inc. was one of only 20 fleets in the nation and among 165 finalists to be chosen for this prestigious award. To receive the award a company must first be nominated by one of their drivers. They then must complete an extensive questionnaire and undergo an interview. The company's drivers are then surveyed to judge overall satisfaction with the company before they [the company] become a finalist for the award.



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by Ron Fraser, Transport For Christ President

Mark 4:37-41 is a good reminder of what we need to consider when we are hit with the "storms of life."

A friend of mine, who is a professional driver in every sense of the word, recently endured a very difficult time in his life. A time in which I am sure he could see no way out. A storm in life, as we will call it. We all find ourselves in the midst of life's storms at times. The Bible tells us that "it rains on the just and the unjust alike". Matthew 5:45. However, as obedient Children of God, we are not at the mercy of those storms. We have access to peace in the

midst of storms, a refuge, a strong tower, a savior, and the knowledge that we serve a God that speaks to the wind and calms the seas, but it's up to us to walk in the power of that knowledge.

The scriptures are clear that God does not want us to walk in fear, but rather to stand in faith. We can stand in faith against the spirit of fear only because of our knowledge of God's proven faithfulness to come through on His promises. However, while His love is contingent on nothing, the promises of God are contingent on our obedience to His commandments. This is why we find over and over in scripture that there is a correlation between walking in obedience to God's instructions and commandments and walking in the peace of God. There is comfort and strength in knowing that, if God calls you to it, He will get you through it. Trust Him and be at peace. The truth is that life for a Christian isn't really about avoiding the storms, but about learning to keep our focus on Jesus in the midst of them. If you never encounter a stormy sea, you'll never learn how to calm one, and you'll never understand the majesty, power, compassion, and faithfulness of the God you serve.

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

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# Trucking For Jesus

## Arkansas Trucking Association's Newton Named TAEC Chair

Washington, DC... The Trucking Association Executives Council announced that Shannon Newton, president and CEO of the Arkansas Trucking Association, has been elected the organization's chairman for 2023-24.

As the Arkansas Trucking Association president since 2014, Newton has won several industry awards for her work in trucking – notably the 2017 Mike Russell Trucking Industry Image Award and the ATA President's TAEC Leadership Award in 2018. She is also a leader in several business and industry organizations, including Arkansas' "Be Pro, Be Proud" program, the Good Roads Foundation, the Arkansas Society of Association Executives and the Arkansas Society of Professional Lobbyists.

"Because I have great respect for my colleagues, it is truly an honor and a privilege to be elected as their leader," Newton said. "Over the past 20 years, my appreciation for what TAEC does, the valuable relationships it helps foster and the benefits it provides to our industry has only grown. I look forward to working with organizational leadership and representing my peers to promote this industry on which America relies."



### By Steve Pollock

LOGANSPOUR, IN.... Christ Central Transport is a woman owned and operated business dedicated to serving the Lord. Howard Wright, Logistic Coordinator states, "Our company believes in the message of the Cross, Jesus Christ, and Him crucified, which is why our company is named "Christ Central". My family and I wish to share the word of God with those who would hear. We have felt the calling to be good servicemen and servicewomen by delivering America's goods across our great nation. We hope you will

join us in this adventure!" 1 Corinthians 2:2, "For I resolve to know nothing while I was with you except Jesus Christ and Him crucified."

The company was founded in 2003 by Lisa and Howard Wright. Lisa began opening the company full time in 2010 after leaving her previous job and Howard continues to haul freight for Christ Central Transport. Lisa is a compliance expert and runs a tight ship.

Christ Central Transport operates under their own authority in all 48 states. The company has some

dedicated lanes and customers; however drivers can choose their loads from load board services, then call Christ Central and they will do the rest. The company does not factor their loads. Owner-operators eager to serve the Lord are welcome to join Christ Central Transport and pull one of their trailers with Jesus emblazoned on the side. Contractors are paid every 7 days and can bring their own trailer if they wish. It is mostly dry van freight, with some refrigerated.

The company currently has 4 lease operators and is looking to grow the fleet to

5-10 trucks. Independent Contractors can live nearly anywhere. Christ Central Transport wants their contractors to have the independence and freedom to run their own business and make their own choices.

President Lisa Wright said, "We are grateful for

all of the wonderful people who work with us, not for us. If you are interested in a career at Christ Central Transport where you can witness for the Lord every day you go to work, call 765-729-4778.





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# All-Pro Transport – Linking Shippers and Carriers

continued from page 1

ates in all 48 states as well as Ontario and Quebec, Canada. Founded in 1992, most of the original management team at

All-Pro started behind the wheel of a truck, giving them a driver's perspective. Old time truckers may recognize some of their

names: Dan Dolan; Dave Doyle; Richard Fisher; Bobby McNanny; and Fred Perdu. These men brought their collective talents

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**L to R: All-Pro Transport Terminal Manager Randy Snyder and General Manager Matt Thomas.**

together to start All-Pro Transport. In late 2019 the company was purchased by U.S. Bulk, located in Erie, PA, but continues to operate as a separate entity.

To haul for All-Pro you must have a 39 or 40 foot aluminum end dump trailer with waterproof tarps and a three-way gate, and of course your own operating authority. All-Pro offers direct deposit and their quick pay program provides settlements in 48 hours or less. Pull as many or as

few loads as you like. All-Pro General Manager Matt Thomas said, "All-Pro empowers owner-operators with their own authority to achieve a remarkable livelihood through consistent year-round work and industry leading rates. We hold great pride in delivering exceptional care to our valued owner-operators and customers."

Tony Cooper, Operations Manager of H&F Trucking had this to say about All-Pro, "All-Pro has been

amazing to work with. They're very helpful and always very quick to respond to any questions or concerns. H&F Trucking is looking forward to working with All-Pro for many years to come."

If you are an independent owner-operator with your own authority and are looking for freight capacity, call Matt at All-Pro Transport at 800-551-3010 to become one of their approved carriers.

**MOVIN' OUT**  
**Calendar of Events**  
Sponsored by **Shell ROTELLA**

**September 2-3 – No Coast Truck Show** – Heritage Park, Forest City, IA. For more info 641-565-3566

**September 8-9 – Big Iron Classic** – Dodge County Fairgrounds, 62922 Hwy. 57, Kasson, MN. Truck Show, Truck Pulls, Live Bands. Phone 507-254-4007 or email: info@bigironclassic.com

**September 14-17 – 27th Annual Richard Crane Memorial Truck Show** – St. Ignace, MI. Call 800-338-6660 for additional info.

**September 15-16 – 20th Anniversary Sioux Falls Truck Convoy** – W.H. Lyon Fairgrounds, Sioux Falls, SD. Law Enforcement Torch Run For Special Olympics South Dakota, Truck Convoy for Special Olympics. For more info visit [www.sdconvoy.org](http://www.sdconvoy.org)

**September 15-16 – Busted Knuckle Truck Show** – Wilkins Oklahoma Truck Supply, Tonkawa, OK. Phone 800-299-5308 for more details.

**September 21-24 – Guilty By Association Truck Show** – 4 State Trucks, 4579 Highway 43 South, Joplin, MO. Truck & Tractor Pull, Demolition Derby, Monster Trucks, Truck Convoy for Special Olympics, Food Vendors, Music Concerts. For more info visit [www.chromeshopmafia.com](http://www.chromeshopmafia.com)

**September 21-23 – Joplin Truckers Jamboree** – Joplin 44, I-44 Exit 4, Joplin, MO. Phone 417-624-3400 for more info.

**September 22-24 – Truckers4Hope** – Clinton County Fairgrounds, Mill Hall, PA. Non-judged Semi Truck Show benefitting Cystic Fibrosis Research and Hope 4 Hayze. For more info, visit [www.truckers4hope.com](http://www.truckers4hope.com)

**September 29-October 1 – 3rd Annual Soza Memorial Truck Show** – Stanislaus County Fairgrounds, Turlock, CA. All proceeds benefit Dyslexia For Kids in honor of AJ Soza. For more info call Ashleigh Soza @ 209-247-9739 or email: [sozameorialtruckshow@yahoo.com](mailto:sozameorialtruckshow@yahoo.com)

**October 6-8 – Inaugural Unc's Fall Bowl** – Kuhnle Motorsports Park, 8233 Sidley Rd., Thompson, Ohio. Canadian Style Truck Racing. Conventional Sled Pulls, 8 classes. Gates open at 6 am. For more info go to [qqq.kuhnlemotorsports.com](http://qqq.kuhnlemotorsports.com)

**October 7 – 7th Annual Hot & Cold Big Rig Truck Show** – Highway 54, Pratt, KS Presented by Southwest Truck Parts. Truck Show, Truck Parade, Music. For more details, email: [truckshow@swtp.com](mailto:truckshow@swtp.com)

**October 13-14 – LargeCarMag 14th Annual Southern Classic Truck Show** – White's Travel Center, I-81 Exit 205, Raphine, VA

**October 20-21 – Draggin' & Pullin' In The Pines** – Pine Valley Raceway, FM 2497, Lufkin, TX. Call 936-552-6719 for additional details.

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

If you would like to list an upcoming show or event, send all the details including a telephone contact number to:  
**email: [movinout@zoominternet.net](mailto:movinout@zoominternet.net)**  
**Visit us on the web at [www.movinout.com](http://www.movinout.com)**

## ATA Launches Job Resource for Former Yellow Employees

In light of the announcement by Yellow Corp. that it has ceased operations, American Trucking Associations President and CEO Chris Spear issued the following statement and encouraged former Yellow employees to access a new ATA database to help them find new employment opportunities within the trucking industry:

"Yellow's closure is a substantial blow to America's economy and the company's 30,000 hardworking employees and their families in all 50 states.

"Since its founding nearly a century ago, Yellow has been an integral part of our supply chain. As the nation's first less-than-truckload carrier, it was a key part of trucking history as well. Through the company's involvement with the

American Trucking Associations, Yellow employees promoted the industry and were tremendous advocates for highway safety, leading by example.

"The past several days have been especially difficult for drivers, dock workers, mechanics, salespeople, administrative and support personnel, and other employees, many of whom dedicated decades of their careers to the company. Yellow personnel earned a well-deserved reputation as being professional and solution-oriented, helping countless customers to seamlessly navigate the complexity of logistics to ship their products on time virtually anywhere in the country.

"Our message to former Yellow employees is that we want them to remain

a part of the industry that they have done so much to build and strengthen. That is why the ATA is launching a new portal to connect former employees with prospective employers who are eager to utilize their unique and in-demand skills and experience. Former Yellow employees can share information at [www.trucking.org/JobSeeker](http://www.trucking.org/JobSeeker). Providing this personal information is completely voluntary and will not be given to employers outside of ATA membership, nor will it be disclosed to third-party vendors.

"We hope that this resource will assist displaced employees by connecting them with new opportunities within the industry and help fill the void left by Yellow's closure."

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# September 10-16, 2023

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continued from page 1

monotonous. He switched to LTL for a year, and in 2018, joined Keen working out of the Port of Baltimore hauling heavy equipment with a two-axle RGN to storage yards, typically 2 loads a day. Chris loved the challenge of heavy haul trucking and wanted to progress and learn new things. He started pulling 3-axle lowboys for about 6 months and in little over a year, he was moving up to a 3-axle beam trailer and new challenges.

Today Chris is pulling a 4-axle beam trailer with a 4-axle tractor regularly, and as needed can pull loads on as many as 10 axles, using a 2-2-2 trailer configuration. The Peterbilt 367 is spec'd for Heavy Haul with a 605 hp X15 Cummins, 18 speed transmission, and dual speed rear ends, and like all Keen trucks, his Peterbilt is APU equipped.

To date, the heaviest load Chris has hauled grossed 200,000 pounds on 10 axles. He operates primarily in the Northeast, hauling heavy equipment into and out of Eastern Seaboard Ports. Deliveries are often made to dealers and occasionally direct to jobsites. Since Keen drivers are often responsible to load and unload the equipment, Chris has also had the opportunity to learn how to operate a variety of heavy equipment. He states, "Every day is something new and I enjoy the challenges,

but you have to keep your head in the game to haul the big stuff. From the day I joined Keen, I knew that this is the place I wanted to work at. I enjoy my job and have a great support team behind me. If I have a question about anything, I can call someone day or night to get an answer. The older senior drivers at Keen (which Chris is now a part of) help to mentor the younger drivers until they are comfortable at what they are doing. If you have the drive and are willing to learn, you can progress at Keen. If you don't want to haul the bigger loads, there is plenty of freight for stepdeck and 2-axle RGN drivers. We are a band of brothers here – maybe a little bit dysfunctional – LOL – but at the end of the day, we get the job done together."

Keen hauls heavy equipment exclusively, some of it originating at the manufacturers and going to dealers or ports for overseas shipments. Some originates at ports going to dealers or storage yards. Keen operates local fleets from their storage yards/terminals in Carlisle, PA; Savannah, GA; and League City, TX. Driver Recruiting Manager Warren Russell, a Professional Truck Driver for 20 years, 5 at Keen, stated, "Chris is a rock star driver here at Keen! He progressed very quickly to high and heavy loads; however, we coach every driver and help them move into bigger loads at

their own pace and if they are willing to do so. We have a five day orientation where you are taught to attach and detach trailers and operate the machinery. You will start by operating 2-axle stepdecks or RGNs on short loads and progress from there at your own pace. If you don't want to move up to the bigger stuff, no problem. We pay our drivers well and have a very comprehensive benefit package for them, including tractors that are equipped with many extra amenities to make them comfortable. We also lease owner-operators. We are looking for drivers and contractors East of I-35."

Keen Transport was founded in 1968 by Harold Keen and sold by the Keen family in 2012. In 2017, Keen was purchased by Norwegian shipping line Wallenius Wilhelmsen, providing seamless shipping services worldwide for their customers.

As for Chris Garcia, he plans to keep on trucking as long as he can. Chris and his wife Danielle live in Carlisle, PA with their three children: Layla, Chris, and Dominic. Two year old Dominic loves to hit the air horn on his Dad's truck.

To learn more about the opportunities at Keen Transport, call Warren Russell at 888-872-5336. Warren will be glad to talk to you about Keen, one driver to another.



# MOVIN' OUT Working Show Truck Of The Month Rich Beaupre



**By Robert Conrad**

Rich Beaupre trucks out of Canada and he's owned several cool rides during his trucking career. His latest ride is this red hot 2019 KW W-900L and it's definitely a "looker".

The 275" wheelbase is just long enough and the custom air ride up front was installed by FMYR based

in Montreal. Rich added a 12 Gauge Customs rear panel and mirror brackets, along with a number of other custom accessories. The truck's bright red base color is accented perfectly by the black & white striping that flows from the cab onto the aerodyne sleeper.

Rich says Art Kontral gets credit for the wood

floors inside the truck, as well as the extra roof lights and "chicken lights" all around. Good friend and Canadian legend Daniel Bilodeau put the finishing touches on the truck and the results speak for themselves! Rich says the powertrain consists of a 500 Cummins motor, along with an 18 speed and 3:55

rears.

No matter what truck he's driving, or if he's trucking in either Canada or the U.S., Rich Beaupre always delivers in style! Movin' Out salutes Rich Beaupre for representing the trucking industry with style, by making his KW our September Working Show Truck of the Month.



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**Qty 20** - New 20XPT, 20-Ton, (9-Angle Iron Ramps, 6-Wood Ramps, 5-Hydraulic Ramps) Both Red and Black.  
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**Qty 4** - New Eager Beaver Pavers, 35 GSL-PT Hydraulic Detachable, 35-Ton, 24' Deck, Air Ride. Both Red and Black.

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

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

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

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**Qty 5** - New Fontaine 53'-90'x102" Xcaliber Extendable Flatbeds, Tri-Axle, Air Ride Sliding Tridem, Cal Legal.

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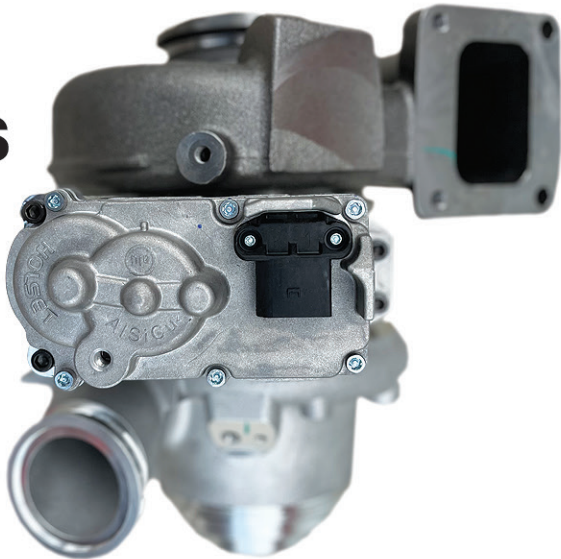
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- 2841806, 2881807, 2882004,
- 2882110, 2882111, 3767306,
- 3768194, 3772586, 3773561,
- 3773562, 3773568, 3773569,
- 3792586, 28821100,
- 28821100, 2882004NX,
- 2882004NX 2882110NX,
- 28821100HX 2882111NX,
- 2882111RX, 3792586H,
- 3792586HX, 5350503,
- 5350506, 5502825,
- 5502825RX

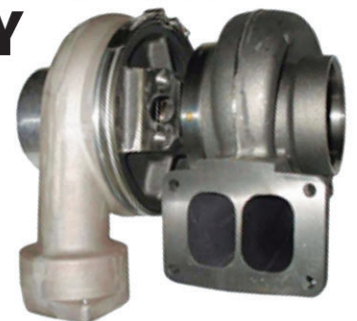
**Cross reference for CUM2400 oe High:**

- 2843821, 2882015, 2882112, 3769054, 3769055, 3769056, 3769058, 3769059, 3769061, 3773488,
- 3773489, 3773491, 3773492, 3773493, 3773495, 3792570, 3792571, 3792576, 3792577, 3792583,
- 3795122, 3795142, 3795143, 3795159, 3796351, 5350404, 5350411, 5350501, 5350501, 5359595,
- 5359609, 5456845, 5458503, 288211200, 379257600, 2882015NX, 2882015RX, 288211200HX,
- 288211200NX, 288211200RX, 2882112H, 2882112NX, 2882112RX, 379257600H, 3792576H,
- 379258300H, 3792583H, 5350411RX, 5350501H, 5359609NX, 5359609RX, 5458503NX,
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