

#### "THE JOURNAL OF THE TRUCKING INDUSTRY"

## 2024 ATHS National Convention & Truck Show At York, Pennsylvania



898 Antique Trucks made the trek to York, Pennsvylavnia on June 6-8 for the 2024 ATHS National Convention and Truck Show. Turn to pages 12 and 13 for more photos. - Photo by Victoria Danielczuk -

# Palco Transportation – The Personal Touch



#### Amber Palecek, Frank Palecek and Charlie Reilly.

#### By Steve Pollock

PENNINGTON, NJ...
"You must do two things if you want to work all the time – first, get involved helping others and learn from them and the second thing is to learn to drive a truck," stated Frank Palecek, CEO of Palco Transportation. "Every

job that I worked, I gained skill by learning from others. Once you get good at moving heavy equipment, people come to expect you do it."

Frank started as a coal miner and bought his first truck 35 years ago, which he leased to a carrier on Long Island. He added a

second truck and then a third, eventually applying for and receiving his own authority in the Specialized Carrier market. Palco has been adding equipment ever since, growing to 15 trucks (Kenworth and Peterbilt) and 60 platform trailers. While Palco continued on page 10

### **How To Become A Million Miler**



#### Roger Kral, Professional Truck Driver for Kuhnle Brothers.

#### By Steve Pollock

What does it take to become a Million Mile Safe Driver? One of our readers, Dean from Fargo, North Dakota asked if we had ever done an article about this subject.

Driving a Million Miles safely and without an incident is an amazing achievement. So how does a Professional Truck Driver obtain this lofty goal? If you average around 100,000 miles a year, it will still take 10 years to even drive 1 million miles.

I talked to several Professional Truck Drivers who have achieved a Million Safe Miles and some who have achieved even more than that and asked them, "What does it take?"

Professional Truck driv-

er Dave Packard from Austintown, Ohio has been driving for almost 30 years, 23 of which have been for R&J Trucking. (He plans to retire from there.). Dave does local work with a 7-axle dump truck, so it has taken him longer to achieve his 1 Million Safe Miles.

Here is what Dave told continued on page 2

## How To Become A Million Miler



Dave Packard, Professional Truck Driver for R&J Trucking.

continued from page 1 me, "Today's drivers are a lot different. Your eves have to be everywhere and focused on other drivers. Watch all around you and slow down, have patience. There are a lot more people on the road – so you have a lot more to watch out for."

Tim Dean has been a company driver at Werner Transportation for 35 years. Tim has 5 Million Safe Miles – and is only the second driver in company history to attain this achievement. He was an America's Road Team Member from 2009-2010.

Tim said, "You have to drive like everyone around you is your Mom. The safety of everyone around me is MY responsibility. Drive one mile at a time."

Frank Langston from Munford, Alabama is a Fleet Owner leased to US Bulk. Frank has been a attention to other drivers Professional Truck driver since 1992. He has accumulated 3 Million Safe Frank's advice? Miles. "Pay attention to your surroundings. You will also need some luck to not end up in the wrong place at the wrong time. You must also keep your equipment well

maintained."

Roger Kral has been a Professional Truck Driver for 61 years, 52 of which he has been driving for Kuhnle Brothers of Newbury, Ohio. Roger has driven over 5 Million Safe Miles in his career. Roger's tip, "Pay and yourself. Watch ahead and add in a bit of luck."

Sage advice from some amazing Professionals! Interestingly, the common denominator seems to be, "Pay attention to what is going on around you and maybe add in a little luck."



Frank Langston from Munford, Alabama is a Fleet Owner leased to US Bulk.



Tim Dean, Company Driver at Werner Transportation.



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### **OFF THE BEATEN PATH**

BY PAM POLLOCK





# "Forget Me Not" (You'll Always Be Remembered...)

January 2025 will mark three years since my Mom died. It's been three years of profound grief and lots of tears. But for every tear shed, there's been a smile or a laugh from the beautiful memories she's left behind for her loved ones to treasure.

My Mom has three children, 4 grandchildren, and seven great-grandchildren and she put all of us first in her life. Her love and kindness knew no bounds. She got on the floor to play with all of us. She cooked delicious food, baked the best cookies, buns, and cinnamon rolls. My Mom always had little containers of orange juice in her refrigerator and would paintakingly put dabs of peanut butter on those little oyster crackers for her grandkids. She sent cards with cash, brought little surprise gifts and popsicles when she popped in for visits, and always made sure she had treats for her grandpups.

youngest My Mom's great-grandchild, Ophelia had just turned three years old when "Gram June" died. Before she died, my Mom expressed to me her concern that her younger great-children would not remember her after she died. I reassured her that, of course they would. And I have kept her memory and legacy of love alive. I have photos of my Mom around my house, I share stories

Lauren Dress - "Forget Me Not." It struck a chord with me and I purchased it for Ophelia. Her 6th birthday is in two days and last weekend she had a special birthday sleepover with all kinds of fun "Gaga and Me' things, including a trip to the National Aviary, where we had an encounter with Vivian the Sloth, and fed the Lorikeets. She wore her "Forget Me Not" dress and had a mini photo session with a photo of Gram June. Gazing down at the photo in her hands, Ophelia smiled and exclaimed, "Ohhhh, I remember her!"

Oh Mom, we will never forget you or stop loving you...



Gram June and one-year-old Ophelia

# The City of Champions Truck Goes To The Head Of the Class At Slippery Rock Elementary School



of the fun times that Gram June had with everyone.

One of my friends has a clothing boutique and she sells exquisite dresses for little girls. One of the dresses is named, The By Pam Pollock, SLIP-PERY ROCK, PA... Children are often asked, "What do you want be when you grow up?" The answers will change over the years and some will graduate from high school

and still be uncertain about what workforce they want to be employed.

The Slippery Rock Elementary School has been hosting an Annual Career Day for their fourth grade students. The students

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walk around the gymnasium, talking to and interviewing community members and gleaning knowledge and information about the different career opportunities in this Western Pennsylvania area.

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24 careers were showcased at this year's event, held on October 11th, including Movin' Out and McClymond's Supply and Transit of Portersville, Pennsylvania. Zack Wilson and Michael Parisi from McClymond's brought their City of Champions truck to the event, and they were a crowd favorite with the students. At the conclusion of the Career Day, students walked out to see the truck up close and personal and some of the students posed for a photo with Zack and Michael.



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P.O. BOX 97 SLIPPERY ROCK, PA 16057 PHONE: 724-794-6831 • FAX 724-794-1314

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> FOUNDED IN 1975 BY Strickler W. Pollock

PUBLISHER
Steven M. Pollock
EDITOR
Pam Pollock

NATIONAL SALES Autumn Kellogg Dan Pollock George Miller

CONTRIBUTING WRITERS Dr. Michael McGough Bruce Mallinson Roger Clark





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#### PA State Senator Proposes Near Zero Emission Truck Incentive Program

### By Rebecca Oyler, PMTA

Sen. Rosemary Brown is looking for cosponsors for her bill

Recently State Senator Rosemary Brown, a Republican senator representing Lackawanna, Monroe, and Wayne Counties, circulated a memo to her colleagues soliciting cosponsors for a bill creating a state Near Zero Emission Truck Incentive Program.

The proposal, supported by PMTA, is based on the fact that trucks produced beginning in model year 2010 emit a fraction of NOx and particulate matter of earlier trucks. The quickest way to reduce emission from Pennsylvania trucks is to incentivize the replacement of some of these trucks with newer models.

The bill would do this by creating a grant program for the purchase of a model year 2010 or later truck if accompanied by a trade-in of a pre-2010 diesel truck.

The federal government took steps to tightly regulate the emissions systems in heavy-duty trucks between model years 2007 and 2010 by requiring standardization of selective catalytic reduction and diesel particulate filters. The result is that a truck sold in 2006 emits roughly 10

times the amount of NOx and particulate matter as today's near zero emissions trucks.

Today, about 34% of trucks registered in Pennsylvania are pre-2010 models, which do not contain the latest emissions components. Though the Commonwealth has a higher percentage of newer trucks on the road than many other states, these trucks contribute the majority of emissions from the trucking industry in the state. The proposed grant program will lead to the replacement of these trucks with newer, much cleaner trucks, resulting in lower

emissions from the trucking industry and cleaner air for all.

In addition, it's important to note that National Highway Traffic Administration research is clear that newer trucks have better safety records. The addition of multiple standard safety technologies by original equipment manufacturers in recent years has led to safer trucks. Generally, replacing older trucks with trucks having newer standard safety equipment will increase safety on the road.

The legislation will require PennDOT and the Department of Environmental Protection (DEP)

to apply for federal funds available for the purpose of reducing pollution. With these funds, PennDOT will provide a grant to incentivize the purchase of model year 2010 or later trucks to be titled and registered in Pennsylvania, if accompanied by a trade-in of a pre-2010 diesel truck that is also titled and registered in Pennsylvania. The trade-in cannot be titled and registered in the state again.

No other single technology transfer can affect Pennsylvania's air quality and provide immediate health benefits as much as replacing pre-2010 trucks with post-2010 models.

Unfortunately, the Federal Excise Tax currently acts as a disincentive to companies wishing to update their equipment to the latest technology. Providing an incentive program at the state level helps offset this impediment and avoids costly mandates that would cripple the trucking industry.

PMTA thanks Sen. Brown for sponsoring this important bill and encourages members to contact their state senators to ask them to cosponsor the bill.







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## **High Performance Diesels with Bruce Mallinson**

When people think of Pittsburgh Power today, Max Mileage is often the first thing that comes to mind. But our legacy extends beyond that, rooted in our decades-long reputation for specialized repairs and technical expertise that can solve even the toughest challenges. A big part of that legacy is one of our best-kept secrets: Pat Sharp, our Cummins injector and pump technician. Pat has become a legend in our shop for his ability to restore and rebuild fuel pumps and injectors for classic engines

like the Cummins NTC Big Cam and N14. With nearly 40 years of experience, he has probably rebuilt more Cummins Big Cam fuel pumps than anyone else in North America.

The Cummins Big Cam fuel pump holds a crucial role in these older engines. It precisely controls fuel flow, optimizing performance, fuel efficiency, and emissions. After years of operation, these pumps naturally wear down, and a full replacement can be costly. That's where Pat comes in. He meticulously disassembles, inspects, tests, and re-

builds each pump to factory specifications, restoring performance and reliability while saving customers the high cost of new parts. (if you can even find those these days)

In today's economic climate, keeping older equipment running isn't just practical—it's essential. With the high cost of new engines and ongoing supply chain disruptions causing long wait times, maintaining legacy equipment is an effective choice. By expertly rebuilding the Cummins Big Cam fuel pumps, we help extend the lives





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of these engines, allowing owners to maximize their investment, reduce operational costs, and prevent costly downtime.

Though Pat is often busy with a backlog of projects, if you have a classic engine like the Big Cam or N14 and want to give it a new lease on life, Pittsburgh Power is just a phone call away. Pat has the knowledge, skill, and experience to get your fuel pump running like new, and we stand behind his work with a quality guarantee.

What an interesting business this performance diesel engine world is! We never know what the next call is all about. Today, Mark Orndorff, formerly from Dunbar, Pa, moved to Spartanburg, SC, in 1991 and purchased a farm. He called me several months ago, telling me how much he loves the Max Mileage Catalyst in all of his farm equipment, Harley-Davidson, and trucks. Then he tells me he has a Challenger Hell Cat producing 790 horsepower. The stock boost from the supercharger is 11 to 12 psi. With the work that he did to the engine, it increased to 18 psi. When they say "Old Guys Rule", Mark is 67 years old, works at the local feed supply daily, then his farm and toys in the evening. He asked me if he could run the Max Mileage in a HellCat. Even a stock Hellcat isn't a stock engine, so needless to say, I was hesitant, so my suggestion was

#### **Mark Orndorff**



**Mark Orndorff** 

one cc per two gallons of gasoline. Today, the phone call came, and he told me the Hellcat loves Max Mileage, the throttle response is quicker, and the Challenger accelerates quicker. I was glad to hear the catalyst works in Hellcat, especially in his because of the 790 HP. Phone calls like this will make it hard to retire from the semi-truck diesel engine business complete-

Having grown up on a farm, the makeshift shop always housed a 5-gallon pail of grease. Where you would refill the grease gun, and after the fall season of plowing, you remove the lid from the 5 gal pail, and

with either a gloved hand or an old paintbrush, you would put a coat of grease on the moldboard and the landside pads. Putting a light coat on the coulters. So maintenance and greasing are the lifeblood of any metal-to-metal contact point.

My farm equipment was greased every 10 hours of operation. In form and function, many of the frontend components on a farm tractor or the rear steering components on a combine are very similar to those found on a semi-truck.

Only some would contend in a much dirtier envi-

continued on page 7



# High Performance Diesels

continued from page 6 ronment. Which may have held true up and until many of the deiceing agents were introduced to the world, and found their way into the trucking industry. For even after they dry they create a corrosive dust, contaminating moving parts. I personally grease my truck every 5,000 miles. Some would say that is excessive; I DO NOT over-grease by pushing the grease out and beyond the rubber seals nor past the seals on the u-joints; I want to maintain the internal integrity of these components.

I had 1 new truck in 1975 , 2 In 1977, 1 in 1979, 1 in 1984, 1 in 1989, 1 in 2006 and at present 1 in 2022. I have logged in excess of 6 million miles; I have never replaced a Kingpin, u-joints, or any steering-related component, whether it is farm equipment or trucks. I use a hand pump grease gun and a high quality grease. With the advent of aerodynamics on the truck I use some 2 X 4 to gain some additional clearance. Obviously the trucks got lower, not that I gained weight to reduce ground clearance. My grease gun and I are accompanied by blue shop towels, a can of WD-40, and a can of brake clean along with a trash

Excess grease is wiped

clear, brake cleaner is used to clean the excess grease and grime off of the backside of components, the WD40 is to lub many of these components.

The top side on the truck, all latches and hinges are lubricated, including the 5th wheel slides, and 5th wheel saddle mounting pins. The 5th wheel is greased between each and every load as we do not incorporate a poly 5th wheel plate due to some shipper and receivers, and shag tractor intervention. I do not allow any 5th wheel build-up of grease. I even apply a thin coat of WD40 on the exhaust flex tubing. I use a light coat of silicone on the rubber components used in conjunction with the aero side skirting on the tractor. I lube up the pins and slide rail on the

In closing, I encourage drivers to stay on top of their maintenance as well as under it. . . .if it is a moving component, maintenance matters.

Written by: Jordan Greathouse, Bruce Mallinson andMark Orndorff, Pittsburgh Power inc., 3600 S. Noah Drive

Saxonburg, PA, 16056. Phone (724) 360-4080 Email: <u>Information@Pitts-burghpower.com</u> Website: www.PittsburghPower.com

## Kenworth T680 Featuring Special Design Transported U.S. Capitol Christmas Tree to Washington D.C. for 11th Year



TONGASS NATIONAL FOREST, AK... Kenworth provided a T680, adorned with a newly installed graphics wrap, to transport the 2024 U.S. Capitol Christmas Tree from the Tongass National Forest in Alaska to the West Lawn of the U.S. Capitol Building.

The U.S. Capitol Christmas Tree harvest celebration began on Oct. 26 in Wrangell, Alaska, followed by the first Whistlestop tour event in Ketchikan. After the Alaska events, the tree and trailer were loaded onto an Alaska Marine Lines barge where it traveled to Seattle, Wash. From there, the "People's Tree" began a 4,000-mile

journey across the country stopping at parks, plazas, schools, memorials, and main streets in a series of community events on its way to Washington, D.C.

"Where Nature, People, and Tradition Come Together," is this year's tour theme and the message is reflected on the special graphic design of the T680 featuring Alaska's Tongass and Chugach National Forests.

This year, real-time GPS location tracking of the U.S. Capitol Christmas tree was provided by Kenworth's TruckTech+ connected truck technology.

Lynden, an Alaska-based company, is the official

designated carrier for the 2024 tour. Lynden companies provide transportation and logistics solutions in Alaska, Canada, the Pacific Northwest. Hawaii and around the world. The company selected drivers Fred Austin and John Schank for the honor of transporting the special tree. Austin and Schank both began working for Lynden in 1975 and have earned numerous prestigious honors and designations for outstanding professionalism and skills. Collectively, they have driven over 10 million accident-free miles for Lynden in Alaska. This will be Schank's second opportunity to carry the U.S. Capitol Christmas Tree as he previously drove in 2015,

the last time a tree was harvested from Alaska and transported to Washington D.C.

The truck pulling this year's tree is a Kenworth T680 equipped with a 76inch sleeper and the PAC-CAR Powertrain featuring the PACCAR MX-13 engine rated at 455 horsepower, PACCAR TX-12 automated transmission and PAC-CAR DX-40 tandem real axles. In early December, a tree lighting ceremony will take place, hosted by the Architect of the Capitol in coordination with the U.S. Speaker of the House. For more information, visit the 2024 U.S. Capitol Christmas Tree website (www.uscapitolchristmastree.com



# ATA Welcomes More Than \$30 Million to Build Hundreds of Truck Parking Spaces

Washington, DC... The American Trucking Associations applauded the award of over \$30 million that will be used to construct 260 new truck parking spaces. This funding announced by U.S. Department of Transportation Secretary Pete Buttigieg will make it easier for truck drivers to locate parking along key freight corridors in Ohio, Wisconsin and Nevada.

"The chronic lack of truck parking poses a danger to the public, impedes the efficiency of our supply chain and harms truckers' wellbeing. We appreciate Secretary Buttigieg's commitment to addressing this serious issue by supporting the decisions of Ohio, Wisconsin and Nevada to embed truck parking projects in their transportation plans," said American Trucking Associations President and CEO Chris Spear. "When drivers finish their shift, they deserve to know that they will be able to find a safe place to sleep that night. Congress can be a part of the solution by building on this investment and voting to pass the \$200 million for truck parking included in this year's appropriations bill."

The funding stems from the Bipartisan Infrastructure Law and was allocated through the Infrastructure for Rebuilding America (INFRA) Program. Combined with previous awards to California Florida, Iowa, Louisiana, Missouri, Oregon, Pennsylvania, Tennessee, Texas, Washington, Wisconsin and Wyoming, the announcement brings the total number of truck parking projects supported by the Bipartisan Infrastructure Law to 14, encompassing roughly 2,000 additional spaces.

The INFRA funding was awarded as follows:

\* Ohio - A \$17,897,842 grant will repurpose two closed rest areas as new truck parking facilities. One facility on I-70 near New Paris will create 100 spaces, and the other on I-80 near Hubbard will create 38 spaces. Over a one-year period, over 1,000 trucks were forced to park in undesignated spots within a few miles of these locations. The project will entail video surveillance, and the parking areas will be added to the Truck Parking Information Management System, providing real-time parking information to drivers.

\* Wisconsin - A \$12,500,000 grant will replace both the Rest Area 51 Maribel and Rest Area 52 Denmark facilities along I-43 in Manitowoc County, which will increase truck parking capacity by 72 spaces. The project will also improve lighting and access for trucks as well as provide real-time parking information.

#### \* Nevada - As part of an I-80 widening project in the Reno-Sparks area, Nevada DOT will add 50 new truck

parking spaces. Increasing funding to expand truck parking is one of highest priorities for ATA, which recently produced a video describing the challenges and solutions for the truck parking shortage. ATA strongly supported the inclusion of \$200 million for truck parking in this year's House Appropriations bill and is pushing Congress to approve this legislation. ATA also sent a letter calling on all 50 state governors to make room for truck parking in their infrastructure spending priorities.

ATA is championing the Truck Parking Safety Improvement Act—introduced by Senators Cynthia Lummis (R-Wyoming) and Mark Kelly (D-Arizona) and Representatives Mike Bost (R-Illinois) and Angie Craig (D-Minnesota)—which would create a \$755 million federal grant program dedicated to truck parking expansion.

# Prime's Dee Sova Honored with Trucking Cares Foundation's J ohn Lex Premier Achievement Award

Nashville, TN... The American Trucking Associations' Trucking Cares Foundation recognized Dee Sova, a professional truck driver with Prime Inc., with the 2024 Trucking Cares Foundation's John Lex Premier Achievement Award.

"Dee is the real deal someone whose personal and professional story has been assembled throughout her adult life. As a life coach to women in the industry, mentor to grieving parents and widows and a professional driver with 33 years and three million safe driving miles under her belt, she starts each day with the goal of making a difference in other peoples' lives," ATA President and CEO Chris Spear. "Dee has given a face and voice to the more than 350,000 independent contractors across the country who chose to support the trucking industry and our nation's economy."

Sova received Prime's 2017 Highway Diamond of the Year award and is a member of Prime's Driver Advisory Board. She is the founder of Trucking Divas Rock, an online community for female truck drivers, and has held several leadership positions with Mothers Against Drunk Driving.

The Trucking Cares Foundation is the trucking industry's charitable arm, focusing on several core areas, including humanitarian and disaster relief; eradicating human trafficking; leadership development; strengthening the industry's relationships with law enforcement, the military and veterans' organizations; and safety and research opportunities

## A Likely Story -New Year's Wardrobe

#### By Roger Clark

I'm a good looking trucker. At least I thought I was. But then someone recently said I looked like a dead man. Well, okay, they said I looked like the old man on the reality show Pawn Stars, and that guy is indeed expired. So I looked in the mirror, wearing my trademark fedora and Oakleys, and there he was, Richard "Old Man" Harrison.

Right there I decided it was time for a makeover, and—bonus—my wife is out of town for a week. So I went to YouTube, where all the cool truckers hang now days, and made a list of what they wear to connect with all the other cool trailer truckers. I must say, it's a pretty long list.

The first thing I noticed was tattoos. Not just on the arms, like my uncles had coming home from the war, but on the neck. On the face. On the hands. The artwork looks pretty good on the young guys, but apparently, they're not planning to get old. On drivers my age tats like that look

like this deli casserole I'm eating.

I see man-buns are in, at least until they show up at their mom's house, but how do these guys wear a cap? Where do these 25-year-olds stick the hat pin that shows ten years of trucking? Can they convert the bun into a ponytail? More importantly, do guys carry bobby pins?

The drivers I view wearing pajama bottoms could, because they have pockets. At least mine have pockets, but those never leave the house. Heck, they never leave the bedroom. And speaking of things better left in the bedroom, I would put flip-flops in that category.

I'll confess that I don't get it. On a job where feet and toes come in really handy, I see young You-Tube drivers in flip-flops dragging chains, pushing pallet jacks, and slinging ratchets. If ever there was a likely trip to an orthopedic surgeon, that would be numero uno.

Muscle shirts and Bermuda shorts are in again this year, as winter makes its way over mountain passes. It's fashionable, apparently, to pair them with parkas and safety vests, even in the chain lanes on Vail Pass. Seems a bit nippy at 10,000 feet, but then, what do I know?

I know that nose rings, earrings, lip clips, and eyebrow gems are also very popular, particularly among our female YouTube drivers, but they're also cold at any elevation. No, not the wimmen, just the jewelry!

But not all fashion accessories are pinned to someone's eyebrows or clamped to a quivering lip. I have one possession I'm proud of, and it's not even visible. Nor do I bring it to Show-And-Tell. It's a Byrna Launcher, capable of firing up to six rounds of concentrated pepper spray up to sixty feet effective range.

It's described as a non-lethal defensive tool, legal in any truck and in any state, without a CC permit. It's also bright orange, so any law enforcement officer wiser than Barney will instantly recognize it as something other than a firearm. Bad dudes, on the other hand, will only see their life flash before them as they cough up more tears than a parent of triplets at a Taylor Swift concert. When it comes down

to it, I reckon, I'm just too old for bling and ponytails. After all, my parents didn't raise no fool. Well, okay, yes, they did, but it was my older and better looking brother, not me. Reckon I'll settle for "Old Man" Harrison!







## Palco Transportation – The Personal Touch

continued from page 1

does run some standard flatbed freight, the company has become known for heavy haul and oversized transport and super loads using stepdecks and RGNs of Faymonville along with (SPMTs) self-propelled modular transporter. The company runs regional and OTR throughout the United States.

Frank founded Palco Transportation in 1991 spending 30 years hauling multi-axle specialty heavy haul loads. When his daughter Amber graduated high school in 1997, she drove pilot car for Frank for 10 years, putting herself through college and earning her Master's degree in visual arts from Manhattan University. Amber has worked with her Dad for 25 years now and was joined by her sister Kandiee.

In 1994 Palco started an agency for Landstar, moving all their trucks to the Landstar system. Today they operate the largest capacity of any fleet at Landstar. Frank still runs an occasional super load or sometimes follows one of their trucks to help the driver.

Everyone at Palco Transportation is very hands-on with their job. When they send an email, they fol-

low-up with a phone call to ensure that everyone is on the same page. Customers and drivers are never left sweating the details. The company has a critical focus on team work and is ultra focused on safety.

Palco is hiring company drivers east of the Mississippi and pays for experience. They have jobs for all experience levels that include:

•Minimum 5 years OTR experience hauling super loads or spmts

•3 years OTR experience with multi-axle or steerable dollies

•3 years OTR experience hauling 12' wide loads

•1 year OTR experience hauling legal loads on platform trailers

The company offers great pay and benefits for their drivers.

The folks at Palco Transportation believe in being prepared and pro-active to stay ahead of the curve. As Frank explained, "Trucking has been good to us and we want to give something back. We have a strong emphasis on safety and compliance and belong to the SC&RA (Specialized Carrier and Rigging Association), GTA (Green Trucking Association), CVSA, Women In Trucking, and



the SPCA. I am a very fortunate guy, because I enjoy what I do for a living. I love the challenge of heavy haul work."

If you are interested in a career at Palco Transportation, call 609-460-4538.







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With a remarkable 40-year journey in the turbocharger industry, Switchblade Turbo's founder, Jim Blaylock, has honed his expertise in crafting and repairing top-quality turbocharger systems.

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-Jim Blaylock, Founder

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### 2024 ATHS National Convention & Truck Show At York, Pennsylvania







- Photos by Victoria Danielczuk and Dan Pollock -



# 2024 AMERICAN TRUCK HISTORICAL SOCIETY NATIONAL CONVENTION YORK, PA



## Fyda Freightliner Celebrates 70 Years!

Columbus, OH... This year marks a monumental milestone for Fyda Freightliner as the family-owned and operated business celebrates its 70th anniversary. Since opening its doors in 1954, Fyda Freightliner has grown from a single location to a network of seven dealerships across the region, all while staying true to the company's core belief: "Where the customer is first."

A Legacy of Trust and Service

Upon returning from active duty with the United States Air Force, Walter F. Fyda founded The Fyda White Truck Co. in Youngstown, Ohio on October 19, 1954 with a simple goal—to provide exceptional service and high-quality semi-trucks.

completed a stint in the U.S. Air Force and began working at the company in 1974. After gaining experience working in all facets of the business, Bob became President in 1977. A decade later, Walter's son Tim Fyda joined the company after serving eight years in the U.S. Air Force. Tim worked as the general manager of the Columbus operation until 1997, when he was named president of the corporation, which had become Fyda Freightliner in 1990.

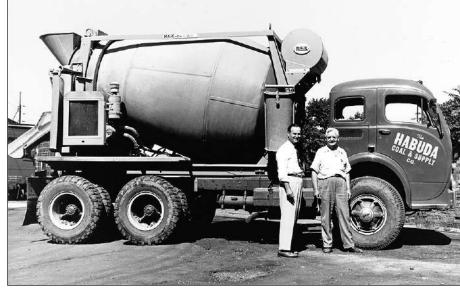
"We're incredibly proud to reach this 70-year milestone, said Tim Fyda, President and CEO of Fyda, Inc. "Our growth is a direct result of our commitment to putting customers first, a value that has been at the

core of everything we do since the very beginning."

From Humble Beginnings to Seven Locations

What began as a single dealership has flourished into a network of seven Fyda Freightliner locations, serving trucking communities across Ohio, Kentucky and Pennsylvania. This strong growth is a testament to the hard work, dedication, and vision of the Fyda family and its team of professionals, who strive to deliver top-tier service and innovative solutions to every customer.

"We've expanded over the years, but our commitment to quality, integrity, and customer satisfaction has remained constant," said Fyda. "Our success wouldn't be possible without our continued on page 15



Walter J. Fyda, founder of Fyda Freightliner (left) with an unidentified man in 1954.



Ribbon cutting ceremony at the Columbus dealership in Sept. 2022.





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## Fyda Freightliner Celebrates 70 Years!



Tim Fyda (left) and Bob Fyda (right) in 1994.



Tim Fyda, President and CEO of Fyda Freightliner, Inc. stands in front of photos of father, Walter Fyda on the left and his brother Bob Fyda on the right.



Aerial view of the Fyda Freightliner dealership in Columbus, Ohio.

continued from page 14

loyal customers and hardworking employees, many of whom have been with us for decades."

Looking Ahead: Innovation Meets Tradition

While Fyda Freightliner celebrates its rich 70-year history, the dealership is focused on the future. In an ever-evolving industry, Fyda Freightliner remains at the forefront of technological advancements, offering the latest in cutting-edge trucks, parts and services. From state-of-the-art diagnostics to eco-friendly solutions, the dealership is continually evolving to meet the needs of the modern truck driver.

"The trucking industry is constantly changing, and we're excited to continue growing with it," Fyda added. "We'll keep embracing innovation, but we'll never lose sight of what got us here-our unwavering commitment to our customers."

A Thank You to Our Community

As Fyda Freightliner marks this special 70th anniversary, the company extends its heartfelt thanks to the communities, partners, and customers who have supported them over the

"We wouldn't be here without the incredible trust and loyalty of our customers," said Fyda. "This milestone is a celebration of them as much as it is for us."

Since 1954, Fyda Freightliner has been committed to partnering with customers in the commercial vehicle industry to help them succeed. Today, the company is award-winning and

nationally recognized dealer of Freightliner and Western Star trucks, Isuzu commercial trucks, Ottawa yard trucks and Battle Motor (formerly Crane Carrier Co.) vocational chassis. Through our unwavering commitment to excellence and our Unifying Principles, we work hand in hand with our customers to provide the best service possible. The Customer is First at Fyda Freightliner.

Fyda Freightliner operates dealerships in Columbus, Zanesville, Cincinnati and Youngstown, Ohio; Pittsburgh (Canonsburg) and Barkeyville (Harrisville), Pennsylvania; and Walton (Richwood), Kentucky. For more information, visit us online at www.fydafreightliner.com.







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#### Something to Think About - A More Level Playing Field

by: Mike McGough When computers started making their way into

schools, the vast majority were in junior and senior high schools. Often these

computers were donated. As teachers began working

them into the curriculum,



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June 5-7, 2025 – American Truck Historical Society National Convention and Truck Show – Alliant Energy Center, 1919 Alliant Energy Center Way, Madison, WI 53713. More details will be released in upcoming months. www.ATHS.org

July 10-12, 2025 - 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 1-3, 2025 - 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

September 25-27, 2025 - Guilty By Association Truck Show - 4 State Trucks, 4579 Highway 43 South, Joplin, MO. Truck Convoy for Special Olympics, Food Vendors. Sponsored by 4 State Trucks, OOIDA, and Joplin 4 Petro. For more info visit www.chromeshopmafia.com

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they were generally in labs rather than in classrooms. Students had opportunities to use those labs during the school day, most eagerly engaged, and the impact on learning was noticeable. The move was soon on to expand student access to the computer age and all it had to offer. During this move, one superintendent spotted a clear opportunity to expand access, and he seized it.

He was the superintendent of a geographically large school district, that had a rather small student population. Their typical graduating class was between 90 and 110. Most of the students lived in or very near the small town where one of the two elementary buildings and the junior-senior high was located. The majority of those students were walkers, or had a very short ride to school. Most of the other students lived in or near another small town where the other elementary building was located.

To expand access to computers this forward-thinking superintendent suggested staffing the lab after school for an hour each day and for two hours on Tuesday and Thursday evenings. The board approved, and the program was well received. Word of the district's effort to increase computer access spread, and as a result, a major computer company offered to donate a dozen more computers. There was an extra room beside the current lab, so expanding was going to be no problem. The maintenance staff made plans for the additional wiring that was needed, and some lab-style tables

The office of the superintendent was located in the junior-senior high school. One Tuesday evening while waiting for a board meeting, he saw students coming and going from the computer lab. He noticed that most of them were walking. The next day after school, as he watched the students from the other town boarding busses to go home, he again saw students from the town where the junior-senior high was located heading to the computer lab.

The next morning he made a visit to the other elementary building and pitched an idea to the building principal. Rather than expanding the lab at the junior-senior high, he suggested setting up a lab in the that elementary building. He wanted to expand after-school and evening access for the students from that town. The principal was totally in support of the idea, and the plan was carried out with the full support of the board. The 12 donated computers became the lab in that building, creating computer access for the students living in and around that small town.

When asked to comment, the superintendent said, "Opportunities in life are more often than not about access. When you increase accessibility, you expand availability, and when you expand availability, you level the playing field for everyone seeking opportunities."

For some it's a matter of fairness. For others it a matter of simple right and wrong, at least in accord with their judgment of what constitutes right and wrong. Then there are those who

finally, some people see a disadvantage and want to right it. Regardless of why, they're all field levelers.

Most of these people understand they can't make things perfect, but they can make them a little better. They see a situation or a circumstance, and they see a path for easing a burden, lightening a load, addressing a disparity, or simply providing a needed boost. In some cases, they see an individual, and in other instances they see a group on whose behalf they want to act. Such people often become difference makers!

Field levelers realize that what they do may not be a game changer since certain situations and circumstances are just baked right into the reality of life. Nonetheless, they find contentment and purpose in making what are often small and incremental changes. Even if just slightly, they're driven to change the terrain of the field on which a particular game is being played. They're happy if they can provide a boost. And because they do, they send a clear and welcome you'renot-in-this-alone message to those involved. Such a message can become the motivation that someone or some group needs to step up their game and commit to new or renewed action on their own behalf.

Regardless of motivates you, be a difference-maker when and where you can. Consider the impact you can have on others by leveling the playing field on which they engage in the game of life. Do so knowing that you need not work a miracle to make a difference in someone's life.



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#### Open Roads Ahead: PA Turnpike Open Road Tolling Conversion **Enhances Commercial Driver Safety, Convenience**

By: Craig Shuey **Chief Operating Offi**cer, The Pennsylvania Turnpike Commission

For the last 85 years, the Turnpike's Pennsylvania been counted on to connect Pennsylvania communities and the East Coast freight corridors powering economic growth.

That legacy - now 565plus miles of paved, predictable roadway linking Ohio, New Jersey and parts in between - doesn't happen without innovation. In January, the Pennsylvania Turnpike will again solidify itself as a national leader in transportation when the Keystone State transitions to Open Road Tolling (ORT), the final phase of our All-Electronic Tolling implementation.

With an ORT system, customers drive at highway speeds without slowing down or stopping beneath overhead structures - called gantries - located between interchanges. Equipment on the gantry and on the roadway classifies and identifies the vehicle and electronically processes tolls.

For our commercial trucking customers, ORT's benefits include safer, unobstructed travel, standardized toll rates and enhanced reliability that saves time, getting drivers to their destinations soon-

Safer, smoother travel Open Road Tolling is the culmination of the PA Turnpike's decade-long journey

to modernize operations and meet customer expec-

On Jan. 5, 2025, ORT goes live east of Reading and on the entire Northeast Extension. By early 2027, it will expand to the PA Turnpike's western region.

Over the past two decades, ORT and AET emerged as the preferred methods. More than 235 toll facilities (roads, bridges, and tunnels) across 27 states manage toll collection this way, according to the International Bridge, Tunnel and Tolling Association. New toll roads and bridges only collect tolls electronically.

ORT lifts tolling equipment above the roadway, improving sightlines. When tollbooth removal begins in late 2025, commercial customers could see reductions in congestion, stopand-go traffic and last-minute lane-switching by less experienced drivers.

Several mainline locations implemented ORT as part of a pilot program, resulting in significant crash rate reductions, including:

- \* A 76% reduction at Gateway in Lawrence County
- \* A 71% reduction at Warrendale in Butler County?
- \* A 33% reduction at the Delaware River Bridge in **Bucks County**

Seamless, nonstop travel also has environmental benefits including lower emissions, less fuel use and a cleaner environment.

With ORT, the PA Turn-

pike can design and construct new connections at a fraction of the cost of traditional brick-and-mortar interchanges. These links ease traffic on local roads while increasing safety, mobility and economic opportunity in adjacent communities. We are already developing new ORT interchanges in Montgomery, Lackawanna and Westmoreland counties.

Predictable rates, consistent classification

For commercial customers, ORT comes with two significant changes: shedding weight-based vehicle classification and standardizing toll rates.

Adopting the Automated Vehicle Classification (AVC) system, which uses vehicle axle and height, aligns the PA Turnpike to the nationwide standard, immediately improving toll predictability, particularly for interstate drivers.

Standardized toll rates provide greater transparency, making it easier for large and small companies to anticipate and budget toll expenses. The PA Turnpike's online Toll Calculator provides precise toll charges, factoring in vehicle class and distance traveled.

The base rate for a two-axle passenger car with E-ZPass is \$0.07 per mile, plus a flat \$1.09 fee segment (distance per interchanges). between The 2025 toll structure includes a 5% revenue increase, consistent with our

Act 44 financial plan to repay debt incurred during a 15-year mandate to provide the state with supplemental transportation funding.

Toll By Plate customers pay double the base rate, with additional vehicle classes charged a multiple of either the E-ZPass or Toll By Plate base rates.

Here are two real-world scenarios, based on the most commonly occurring commercial (Weight Class 6/Height Class 5H) trips at E-ZPass rates:

•Mid-County to Lehigh Valley - an overall toll increase of approximately \$5.

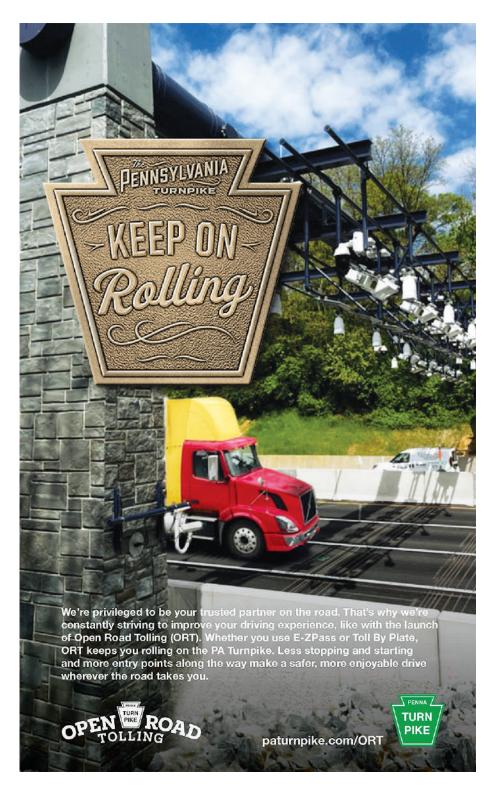
•Carlisle to New Stanton - an overall toll decrease of approximately \$1.50.

Overall, approximately 70% of commercial customers will see an increase of \$5 or less. The greatest impact will be felt by trucks riding the system empty, with tolls charged at the rate of similarly sized, full vehicles. Even with those changes, PA Turnpike commercial rates rank 33% below the national average.

The PA Turnpike was the first of its kind and received nationwide acclaim as an engineering marvel when it opened in 1940. We set the national standard for superhighway design and engineering. ORT continues that legacy and our ongoing commitment to meeting commercial customers' expectations for seamless, non-stop travel.

To learn more about ORT, visit PATurnpike. com/ORT.





# **OOIDA Statement** on Election

The following is a statement from Owner-Operator Independent Drivers Association president Todd Spencer regarding the election results.

"OOIDA and the 150,000 small business truckers we represent congratulate Donald Trump and I.D. Vance on their resounding victory. We look forward to working with the Trump Administration and congressional allies to advance a pro-trucker agenda, which includes expanding truck parking, stopping unworkable environmental mandates, and preventing a dangerous speed limiter mandate." - OOIDA President Todd Spencer.

Additionally, we'd like to flag that VP-elect J.D. Vance (R-OH) is officially on the record as a cosponsor of OOIDA's top two legislative priorities.

- \* S.1034 Truck Parking Safety Improvement Act<https://usw2.nyl.as/t1 /36/8nf1wferllpb6drth9j brt0h/0/7d156eec1f2896 85e6fc3c0dca7e462d0da a12602c15e9fe1191991 cd0167249>
- \* "Most folks probably don't realize that 70% of American freight is transported by truck, yet incredibly there is only 1

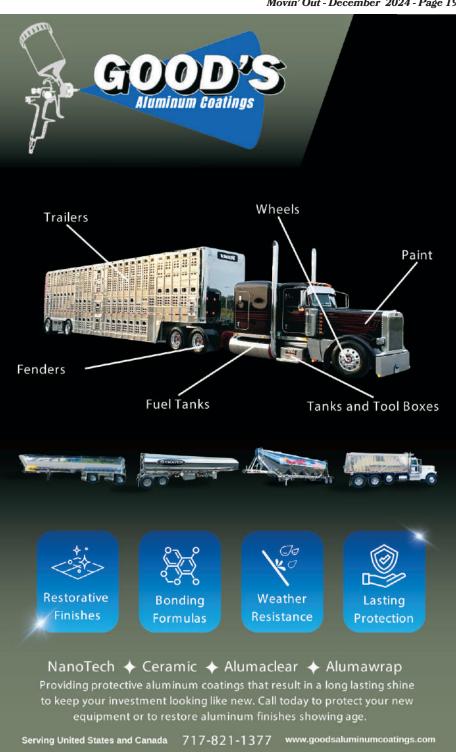
parking spot for every 11 trucks on the road. When truck drivers don't have a designated place to park, they end up parking on the side of the road, near exit ramps, or elsewhere. This isn't safe for the driver and it's not safe for others on the road.» - OOIDA President Todd Spencer

\* Background: Truckers are legally obligated to comply with 'Hours of Service' Regulations from the Federal Motor Carrier Safety Administration. It is estimated that truckers spend approximately one hour per day looking for safe parking, which cuts down on time driving to their destination. According to a study commissioned by the Federal Highway Administration, 98% of truck drivers say they regularly experience difficulty finding safe parking, and are forced to park on an exit ramp, on the side of an interstate, or other unsafe areas. The Truck Parking Safety Improvement Act will allocate funds to create thousands of safe parking spots for trucks and make necessary improvements to existing truck parking areas.

S.2671 - DRIVE

Act<https://usw2.nyl.as/t1/ 36/8nf1wferllpb6drth9jbrt 0h/1/6ae3d509e405dacfc 1a6c3070a70dcac905200 82130df838628a8e00a76 336ab>

- \* "Studies and research have already proven what we were all taught long ago in driver's ed classes - that traffic is safest when vehicles all travel at the same relative speed, Limiting trucks to speeds below the flow of traffic increases interactions between vehicles, which can lead to more crashes." - OOIDA President Todd
- Spencer Background: Legislation would prohibit the Federal Motor Carrier Safety Administration (FMCSA) implementing any rule or regulation mandating large commercial motor vehicles (CMVs) engaged in interstate commerce be equipped with a speed limiting device set to a maximum speed. Studies have shown that speed limiting devices on large CMVs make our roads less safe, increasing congestion and creating dangerous speed differentials among vehicles, leading to higher crash rates.



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\*Promo code valid for new Truckstop customers who are registered and current OOIDA members with active FMCSA authority. Offer valid for online purchase only.



## From The Chaplain's Desk



By Ron Fraser, Transport for Christ President

There comes a time when we all come to a fork in the road of life where we must decide which road we are going to take. You only need to look at what is going on in our world today to know that time is now! The decision as to how we are going to live our lives and in what or whom we are going to believe.

It has been said that no matter which road we take it doesn't matter because all roads lead to God.

Unlike the physical highways that we travel and that do not all go to the same location, the road we take in life always lead to an encounter with God.

Why? Because God exists, when you die, you will meet Him, regardless of the "road" that you are on. It does not matter what your religious affiliation is; when you leave this life, the road that you are on will, at one point, lead straight to Him.

But what happens then? While what you believe about God right now may not seem to matter to you at all and you may not care one bit whether you'll eventually meet Him or not, you need to understand that when you do come face to face with your Creator, what you believe about Him and what you have done with His truth will matter greatly.

You see, while all roads lead to God, but only one road leads to His forgiveness, mercy, grace, and eternal life. All other roads lead to His judgment.

This is by His design. If there was any other way or road that led to God's place of forgiveness, then Jesus wouldn't have had to go to the cross. In the garden, the Son said, "My Father, if it is possible, let this cup pass from me" (Matthew 26:39). If any other road were viable, Jesus would have been given it.

Instead, Jesus went to the cross, took on Himself the sins of those who put their trust in Him, and delivers us from the wrath of God that falls rightly on those who ignore His gift.

This is why He calls Himself the way (John 14:6) and not a way; That's why He describes Himself as the door (John 7) and not just one door of many.

When we say it is only through Jesus that eternal life with God is possible, we are not being arrogant, intolerant, or narrow minded.

To speak the truth is the most loving thing a person can do. When the only Man ever to die, be buried, and rise again, something witnessed by hundreds, says that He is the only way, the only truth, and the only life, we need to listen.

Time is quickly running out and there will be consequences for the life we have lived. 2 Corinthians 5:10 tells us, "For we must all appear before the judgment seat of Christ; that everyone may receive the things done in his body, according to that he hath done, whether it be good or bad."

You have a choice to make, and it is not one that you should put off until tomorrow! "Hear what God says: 'When the time came for me to show you favor, I heard you; When the day arrived for me to save you, I helped you.' Listen! This is the hour to receive God's favor; today is the day to be saved!" (2 Corinthians 6:2)

#### **Peterbilt Honored with Pride & Class Day**

In the city of Denton, Texas, just north of Dallas-Fort Worth, fall is always highlighted by some of nature's finest colors, but every year it also gives way to a vibrant display of truck craftsmanship and community spirit with the annual Peterbilt Pride & Class Parade. First held in 2016, this year marked the seventh annual event drawing both local residents and specially invited truck enthusiasts from across the United States and Canada. The parade has become a meaningful celebration that brings the community together to raise awareness and support for United Way of Denton County.

The parade kicked off this year with Denton Mayor Gerard Hudspeth proclaiming October 18, 2024, as "Peterbilt Pride & Class Day", which was marked by a signed proclamation the mayor read just before the parade began around historic Denton Square. The Pride & Class Parade has grown into an eagerly awaited tradition captur-

ing Peterbilt pride and the enthusiasm of its local employees, the community and fan base. This year's parade featured an impressive lineup of Peterbilt trucks, including the Legendary Model 589, iconic Model 389X and the rugged Model 567. Parade-goers enjoyed an exciting procession of creatively customized Peterbilt trucks proudly owned by dedicated super-fans and passionate enthusiasts.

Ranging from model years 1964 to 2025, the parade trucks are symbols of pride, reflecting countless hours of work and passion both on the part of Peterbilt employees who build the trucks with integrity and the truck owners who painstakingly customize their rigs reflecting on every detail. The parade brings together Peterbilt trucking veterans, generational loyalists and newer owners alike, providing a venue for showcasing the vehicles, the culture and camaraderie that Peterbilt fans are known for.

Truck owners, like owner operator Matt Kanagy based out of Ephrata, PA, were excited about the variety of trucks at the parade and noted, "It's a great turnout, some beautiful, working classics." He shared that with his own truck, a 2006 Model 379, he also likes to "show as best he can" every day as he's working and driving down the

interstate. "Peterbilt is just so iconic but it's more than just having a cool truck, it's a pride thing. Doing your job well, representing well and trying to portray some of the good in this industry."

Featured truck owners also took part in a Peterbilt open house that included a tour of the manufacturing plant where many of the parade trucks likely "rolled off the line" in the past. Owners were able to talk with Peterbilt employees to better understand the build process and the expertise behind each truck. Before and after the parade, trucks were staged for viewing where employees, vehicle owners and parade-goers could mix and mingle and catch a glimpse of the trucks up close.

Equally important to the parade itself, the week leading up to the big event was punctuated by a variety of company-sponsored and employee-led fundraising activities, concluding Peterbilt's annual United Way campaign. During the parade, Jason Skoog, general manager for Peterbilt and vice president for PACCAR, noted Peterbilt's excitement to celebrate Peterbilt Pride & Class Day granted by the City of Denton, and how proud the company was to mark the occasion with the annual parade celebrating locally built trucks and the spirit of giving. He commented, "The parade continued on page 21

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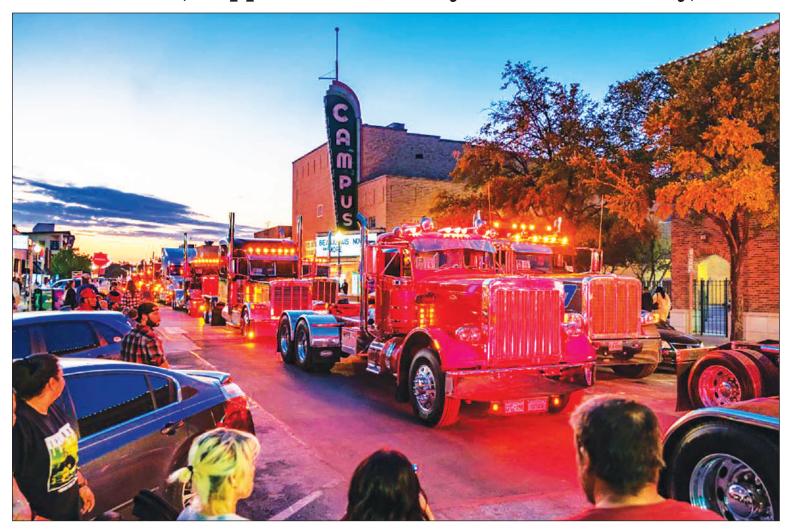


### Peterbilt Honored with Pride & Class Day - Annual Parade Celebrates Custom Peterbilt Trucks, Supports United Way of Denton County, Texas

continued from page 20 rounds out our United Way campaign week, spotlighting the craftsmanship of our employees and the passion of Peterbilt owners and fans, but more importantly reminding us that together we are a driving force for positive change in our local community."

Peterbilt has collaborated with United Way of Denton County for over three decades. Gary Henderson, president & CEO, United Way of Denton County, attested to the goodness of the company and its employees. He commented, "Peterbilt and United Way of Denton County share a rich partnership that has positively impacted this community for over 30 years. The financial support and generosity of time to many of our programs leaves no doubt as to why Peterbilt and its employees have created an indelible mark on the Denton County community." Henderson continued by thanking Peterbilt for its continued support, highlighting that United Way of Denton County and its family of nonprofits helped 53,000 people in 2023, made possible in large part by Peterbilt and its employee's donations.

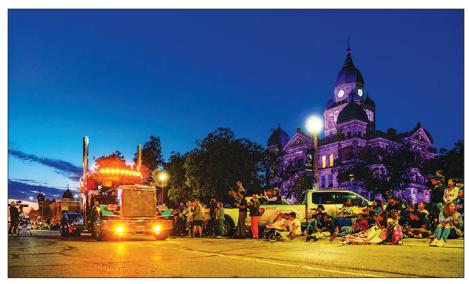
As the trucks took center stage, Jason Skoog shared his thoughts on why the partnership with United Way of Denton County has been so impactful, raising \$9.1 million in the last 20 years. He reflected, "While many believe Peterbilt's greatest assets are its trucks or the brand itself, the reality is, it's our people. As human beings, it's incumbent upon us to show our generosity to others that need more help. We take great pride in what we've achieved for United Way programs and are equally proud of our team.







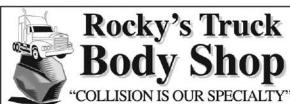
- All photos courtesy of Peterbilt -











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## ATA Truck Tonnage Index Decreased 2.1% in September

Washington, DC... American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index decreased 2.1% in September after rising 1.7% in August. In September, the index equaled 113.2 (2015=100) compared with 115.6 in August.

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"After increasing a total of 2.1% in July and August, tonnage fell by that amount in September," said ATA Chief Economist Bob Costello. "Freight has been very choppy this year, but despite the latest drop, tonnage is up 1.8% since hitting a low in January. No doubt, the climb up has been slow and difficult as manufacturing activity remains flat, but the trend is up, not down."

August's increase was revised down slightly from our September 24 press release.

Compared with September 2023, the index fell 0.9%, after rising

0.6% in August from a dex, 100 year earlier. 2015.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 111.6 in September, 6.4% below August. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to traditional spot market freight.

In calculating the in-

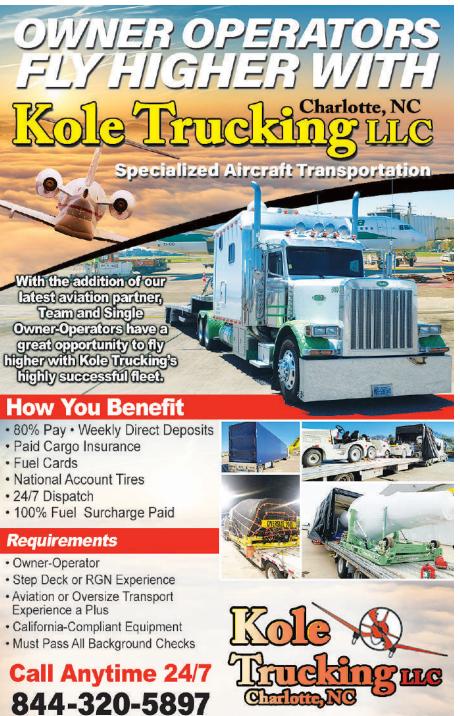
dex, 100 represents 2015.

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.









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#### **By Robert Conrad**

Hard work definitely leads to success in the trucking industry and Russ Mahler has been giving it 110% ever since he started trucking. Russ says that growing up around trucks, he always thought it would be fun to drive a dump truck himself and he started his trucking career at age 18.

Russ is a 3rd generation trucker, following in the footsteps of his grandfather and his uncles. He started hauling scrap locally in CT with dump trailers until he bought his first truck in 2017. He switched over to flatbed work with his own truck up until he landed his first OTR gig and moved out to Ohio. After hauling flatbed & reefer freight for

several years, Russ ended up transitioning to cattle hauling, and he says he plans on keeping the cattle & sheep relocated from here on out!

His current ride is this bright blue 2001 KW W-900L with over 1.4 million miles on the odometer. He credits Bill Mahler for always being there for him while growing up & helping him get started on his own. Brett Reed helped Russ get his '01 "looking right" and he gets plenty of thumbs up out on the highway with it.

Russ wanted to send special thanks to his girlfriend Courtney for taking care of the kids and everything else at home while he's on the road. Russ has many

miles ahead of him and blue is definitely his color, and his classy Kenworth's as well!

Movin' Out applauds Russ Mahler's efforts by making his K-Dub our December Working Show Truck of the Month.



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(10) 2025 REITNOUER CK-100 ALUM FLATS 48"x102",Bubba Main Beams, 100,000 Lbs GVWR,



**NEW VANGUARD REEFER W/ FLAT FLOOR** 53"x102"x13'6.Smooth Alum Sides, SS Swing Doors Carrier X4 7300 Unit, Hend Air Ride, \$86,500



(3) 2025 EAGER BEAVER 35GSL PT PAVER LOWBOY 48'6"x102", 24' Well, 24" DeckHt, 35-Ton, NGB, 90" Swing, Air Ride, \$72,250 Incl FET



Post ) Dry Vans- Air Ride, Swing Doors , Plastic SLIDE, 53"x102", Alum Floor, Winch Track Both Sides, Lined. Logistic Posts on 16" Centers. \$38,960 Incl FET



QTY 8 - New Vanguard 53' MaxCube (Sheet and (12) NEW WABASH COMBO FLATS W/ REAR AXLE Hend Air Ride, Alum Outer Wheels \$42,950 Incl FET



**Qty 300 Reitnouer Maxmisers and Benson 524's** 48'x102" Alum Flatbeds, (8) Alum 22.5 LP Tires, 2 toolboxes, Disc Brakes, Winch Track both sides.



(8) NEW WABASH COMBO 734 LOW PROFILE (10) 2025 FONTANE 55LCC,, 53"x102", 26' Well, DROPS, 53"x102", 36' Rear Deck Ht. Sliding Rear Axle, Cal Legal Alum Outer Wheels, \$59,750 Incl FET



18" Deck Ht, NGB, Air Ride, Rear Axle Lift, Alum Outer Wheels, 275/70R22.5, Strobe Lights, \$108,750



(16) 2013 HEIL 9200 GALLON TROUGH BOTTOM PETRO TANKS 3200/2300/1100/2600, One Double B/H 60" Box, EVO/OPS Box Air EV,\$47,500



(10) 2019 VANGUARD SHEET & POST VANS 53"x102"x13'6", Ins Width 100", Ins Ht 110", Swing Door, No Decals, Alum Outer Wheels \$21,950



(10) 2018 REITNOUER DROPMISER 48"x102"x10'1", Spread, Sliding Rear Axle, 3 Boxes, Disc Brakes, Winch Track Both Sides, Coil Pkg, \$41,900























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- NO CORE CHARGE -- BILLET WHEEL-



Cross reference for CUM2400 OE High HP: 
2434821, 283601, 282112, 3756054, 3766055, 3766056, 3766056, 3766056, 3776005, 3773488, 3773491, 3773482, 3773492, 3773495, 3792577,

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