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"THE JOURNAL OF THE TRUCKING INDUSTRY"

2026 Crossroads Truck Meet



The 6th Crossroads Truck Meet, hosted by Horse & Buggy Accessories, was held on May 2nd at the The Crossroads Shopping Plaza in California, Missouri. Eighty-five trucks were registered for the truck show. This gorgeous 1985 K100E Kenworth Cabover was built by JR Schleuger, owner of Lifetime Nut Covers and was sold to current owner, Stingray Transport. Turn to pages 12 & 13 for more photos. - Photo by Pam Pollock -

McClymonds Supply & Transit Driver Promotes COPD Awareness At Nation's Capital



COPD Members, Advocates, Caregivers, and Patients outside the Capitol building in Washington, DC.

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Three Professional Truck Drivers Honored With The ATHS Golden Achievement Award



Left to right: Leonard Waite, Daryl Rhodes, and Frank Miller were recently presented with the ATHS Golden Achievement Award. - photo by Pam Pollock -

By Pam Pollock

It was an evening filled with friends, family, and fellowship on April 25th at the Hoss's Steak and Sea House in Huntingdon, Pennsylvania. There were plenty of tales about the

good old days of trucking.

The occasion was presenting the American Truck Historical Society (ATHS) Golden Achievement Award to three very deserving Professional Truck Drivers: Frank Mill-

er, Daryl Rhodes, and Leonard Waite.

Statistics provided by the banquet hosts revealed that Miller, Rhodes, and Waite have collectively

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Zeke Haddle Retires After 50 Years At R&J Trucking



Zeke Haddle and his Retirement plaque commemorating 50 years of at R&J Trucking. - All photos by Steve Pollock -



Left to right: Gary Carroce, Zeke Haddle, and Mark Carroce.

By Steve Pollock

BOARDMAN, OH.... Carl (Zeke) Haddle has retired after working 50 years at R&J Trucking (American Bulk Commodities).

Zeke started driving for R&J in April 1976 at the age of 24. His wife of 53 years, Joanne told me that Zeke was unemployed at the time and she told him that there was a trucking company just a few blocks from where they lived and that he should go and apply. When Zeke returned

home, he had a job as he was hired from the company's founder Ron Carroce. Ron had 33 trucks at the time and Zeke was the 11th driver.

Zeke ran OTR until leaving the road in 1993 to become a Driver Recruiter at R&J Trucking. He not only recruited drivers, but he also road tested them as part of the hiring process.

Zeke's Dad and brother were also truckers and when asked why he got into trucking, he replied, "For the money." Zeke

was the first to receive R&J Trucking's Grand Guy Award, a prestigious award at the company. Zeke remarked, "It has always been wonderful working for the Carroce family.

A special luncheon was held with family, friends, and coworkers at American Bulk Commodities corporate offices to honor Zeke on his retirement.

Good luck in all you do and enjoy your retirement, Zeke!



Zeke Haddle is surrounded by his family, including his daughter Liz (in black shirt to the left of Zeke, his wife Joanne (directly behind him), and his son Chris (beside Joanne in the flannel shirt) during his Retirement Party from R&J Trucking.

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Off The Beaten Path

BY PAM POLLOCK



Oh Sweet Sassy Molasses! AKA, I'm About To Lose My Mind...

Alfred, Lord Tennyson wrote his poem, "Locksley Hall," *"In the spring a young man's fancy lightly turns to thoughts of love. Spring is the season for love."*

Lord Tennyson apparently never wrote a poem about the thoughts of a middle-aged Granny who is about to lose her mind and freak out over the BS she's been putting up with all Spring. Spoiler alert, I'm *that* Granny!

In addition to all of the usual frustrations and headaches dealing with a business, the universe decided to throw in some issues with health insurance. As a self-employed individual I pay \$722.00 a MONTH just for myself. And I am "blessed" with a \$10,000 deductible on top of that!

I went to the local FasterCare back in February because I was too sick to make the one hour trip to see my regular Dr. After having two chest x-rays and the Dr. spending about 5 minutes with me, I was diagnosed with pneumonia. I was prescribed antibiotics and it took me around two months to finally feel better. And then I got a bill in the mail from FasterCare for \$299.00 because my \$722 a month health insurance wouldn't pay the charges.

Oh Sweet Sassy Molasses! I was charged \$169.00 for the FasterCare visit, \$60 for the 2 chest X-ray and then \$70 for "Svcs", I've been going around and around with the billing department for over 5 weeks as to what "Svcs" were provided. One person said, "It's because it was faster care."

I am at the end of my rope here, folks and I yelled into my phone, "This is FasterCare and I was charged \$169.00 for walking through your doors."

I was referred to the Hospital Advocate and let's be honest here, she's only advocating for the hospital/FasterCare. She told me the \$70 charge was for "supplies." I asked what "supplies" and no one could give me an answer. After some very salty language on my part, I hung up on her.

My spouse and I drove to California, Missouri the first of May for the Cross-

roads Truck Meet truck show - which was fantastic. It's a 12 hour drive one way. Steve and I are not good team road travelers. For some reason he thinks only one person can drive the car at a time and he objects to me telling him how to drive... Oh Sweet Sassy Molasses!

I mean, he's probably right. I grab the passenger door. I apply imaginary gas and brake pedals. I yell, a lot...

But this trip, we actually bonded and rallied and became a team. Why? Because of the many, many moron drivers out on the road. I kept count on our drive home and we had NINE near misses of accidents due to mainly cars/

SUVs swerving in and out of 3+ lanes trying to get an edge in jumping ahead in the congested traffic. We were almost clipped three times by motorists either driving down the middle of two lanes or just switching lanes without looking. I hate to bash truckers - but there were also a few instances of trucks supposed to only be in the left lane in construction and some were in the right lane and it caused quite a back-up.

Oh Sweet Sassy Molasses, help me Alfred, Lord Tennyson to get through the summer because we are going to be on the road for several truck shows. I'm about to lose my mind, up in here, up in here...

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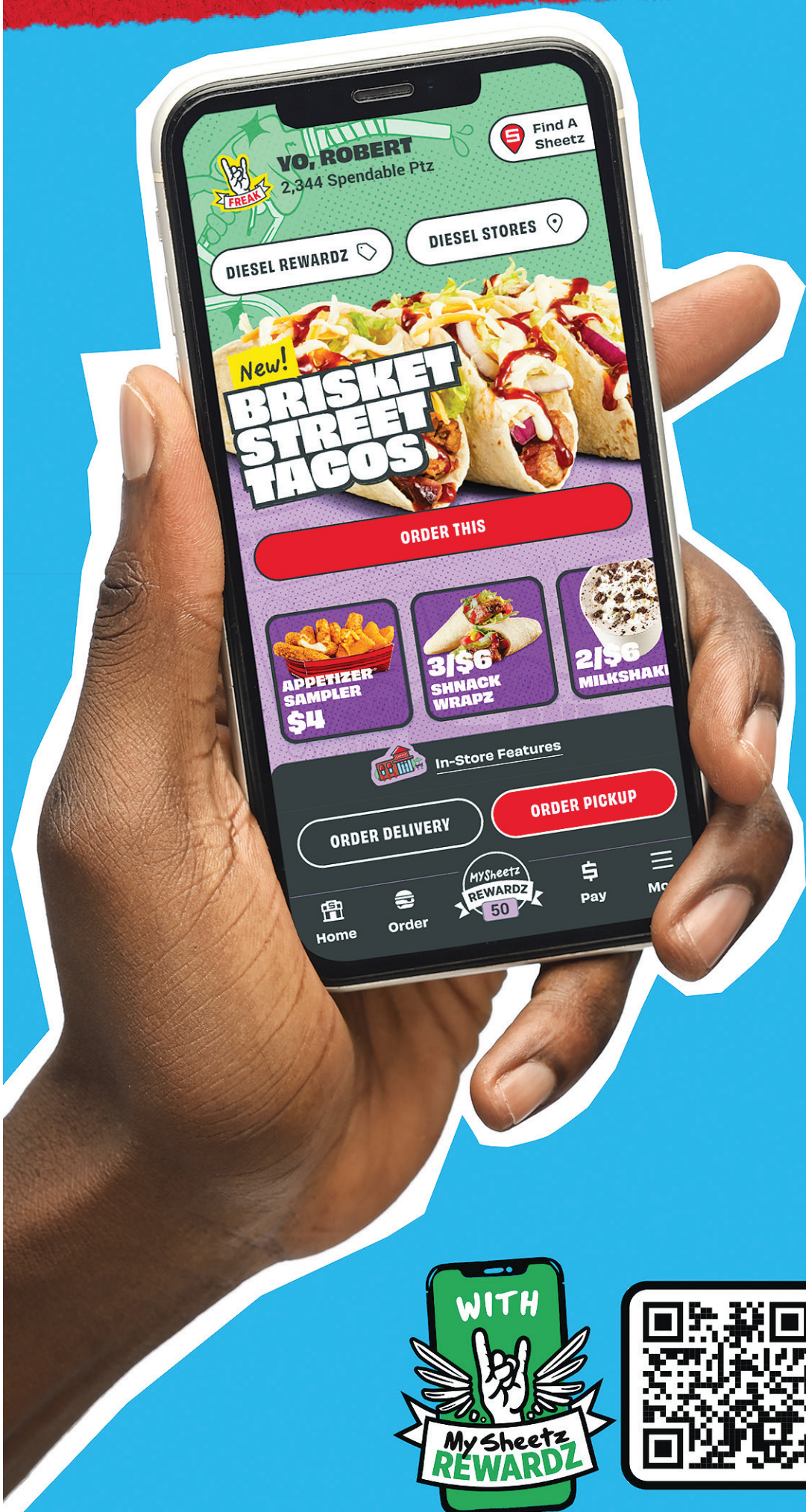
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High Performance Diesels with Bruce Mallinson

A \$2 Bolt vs. a \$25,000 Engine... Guess Who Won

Very often, a truck comes through the door that drives home a lesson you do not forget. It is usually not some massive, obvious failure that takes things down. Often, it is something small that quietly creates a much bigger problem behind the scenes.

This one started with a 2016 Western Star 4900 equipped with a Detroit DD15. The driver came

in with complaints of timing-related fault codes, poor performance, and a truck that was simply not behaving as it should on the road. At first glance, it sounded like something that could be tracked down through the usual electronic diagnostics.

Then the backstory came out.

This truck had already been to a Detroit dealer not long before. Instead

of completing the repair themselves, the dealer sent the driver to an independent shop. That shop followed the recommended diagnostic steps, used the troubleshooting trees, and ultimately replaced the camshafts to correct the issue.

Despite all of that, the problem never truly went away.

Now the truck is in our shop, still acting up, still setting codes, and still not running correctly. That is when you start to wonder if the original cause was ever

identified at all.

We approached it the same way we would any other job, starting with the basics. Fault codes were reviewed and documented. The factory diagnostic path was followed carefully. Wiring was inspected, connectors were checked, and the area under the valve cover was examined. Everything that could be verified without disassembly was addressed first. From there, the engine was brought to top dead center on cylinder one so the timing could be checked mechanically.

That is where things began to point in a different direction.

The cam timing was not where it should have been. It was slightly off, roughly half a tooth. That might seem minor to someone outside the industry, but in an engine like this, that amount of deviation is not normal. Components do not just shift out of place on their own without a reason.

At that point, it was clear that this was no longer a simple electrical concern. Something inside the engine had changed position, and the only way that happens is through a mechanical issue.

On a DD15, that means taking a hard look at the gear train. Because this engine uses a rear gear train configuration, access is limited while it is still installed in the chassis. These engines are designed to be removed as an assembly rather than disassembled in tight quarters, which adds another layer of complexity to the process.

Because the engine is mounted, pulling the transmission requires supporting the engine from below. The mounts are tied into the transmission, so removing it without proper support is not an option. To make that happen, the oil pan was removed so the engine could be safely supported before continuing.

That step revealed more than expected.

Resting in the bottom of the oil pan was a fuel pump bolt. It had backed



out at some point, worked its way free, and dropped down into the lower end of the engine, where it would have gone completely unnoticed without taking things apart.

Finding that bolt immediately changed the picture.

Before it settled in the pan, it had already contacted moving components. It does not take long for something like that to cause damage. As it came loose, it interfered with the gear train, and in that moment, it was enough to knock teeth off the gears and shift the timing out of position. Once the damage was done, gravity did the rest, carrying it down to the bottom, where it sat, out of sight and out of mind.

At that stage, the path forward was clear. The engine needed to be removed and torn down to assess the full extent of the damage. There is no resetting or quick repair when gear teeth have been compromised.

The design of the DD15 does at least make removal more manageable in one sense. With the hood out of the way, the engine, radiator, and transmission can come out together as a single unit. It is still a significant job, but it avoids some of the challenges of separating everything inside the truck.

Once the assembly was out, disassembly began. Damaged parts were identified, replacements ordered, and the rebuilding process began. As it stands now, the engine is still being put back together, and we will follow up later on how it performs once it is back on the road.

Situations like this highlight a pattern that shows

up more often than most would expect. A very small component can cause a failure requiring extensive repair. In this case, a loose fastener caused internal damage that could not be ignored.

It also reinforces the importance of how diagnostics are approached. Factory procedures and troubleshooting guides are extremely useful. They provide structure, direction, and a solid starting point for identifying issues. They are part of the process for a reason.

However, they are not a substitute for critical thinking.

Not every problem presents itself in a textbook way. There are times when the actual cause sits outside the expected path, hidden from plain view. Identifying those situations requires more than following steps. It takes experience, attention to detail, and a willingness to look beyond what is immediately obvious.

In this case, the fault codes pointed to timing; the recommended checks were performed, and major components were replaced, yet the true cause remained undetected until the engine was further disassembled.

In the end, the failure did not come from a complex system or advanced electronics. It came from a single bolt that worked its way loose and ended up in a place where it could do real damage.

That is the reality of this industry. The smallest oversight can turn into a major repair, and what seems like a simple complaint can have a much deeper cause.

When your truck is your livelihood, details matter. And sometimes, the difference between staying on the road and being stuck in a shop comes down to something no bigger than your fingernail.

Written by: Jordan Greathouse, 3600 South Noah Drive, Saxonburg, PA 16056 Website: www.pittsburghpower.com Phone (724) 360-4080

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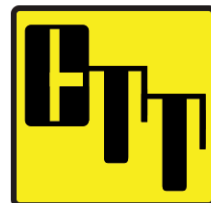


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Latest Trucking Industry News

ATA Truck Tonnage Index Edged 0.3% Higher in March

Washington, DC... Trucking activity in the United States rose 0.3% in March after surging 2.9% in February, according to the American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index.

"While March wasn't particularly strong sequentially, it was the largest year-over-year increase since October 2022," said ATA Chief Economist Bob Costello. "The first quarter of 2026 was also the best performance since the third quarter of 2017 when considering both sequential and year-over-year results."

In March, the ATA advanced seasonally adjusted For-Hire Truck Tonnage Index equaled 117.0, up from 116.6 in February. The index, which is based on 2015 as 100, increased 3% from the same month in 2025, the largest year-over-year gain since October 2022. During the first three months of the year, tonnage was up 2.1% from the same period last year. In 2025, the tonnage index was flat compared to the 2024 average.

February's SA increase was revised up slightly from what was first reported in our March 24 press release.

The not seasonally adjusted index, which calculates raw changes in tonnage hauled, equaled 120.1 in March, 12% above February's reading of 107.3.

Trucking serves as a barometer of the U.S. economy, representing 72.7% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 11.27 billion tons of freight in 2024. Motor carriers collected \$906 billion, or 76.9% of total revenue earned by all transport modes.

Both indices are dominated by contract freight, as opposed to traditional spot market freight. The tonnage index is calculated 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.

* 2024 estimates include forecasts.

CDL Compliance Is Back in the Spotlight—And It's Getting Real

By Anthony Cloud, PMTA

There are a lot of policy debates in this industry that stay theoretical.

This isn't one of them. Over the past week, the issue of CDLs issued to non-domiciled drivers moved out of the gray area and into real consequences on two separate fronts.

New York: Funding on the line

The U.S. Department of Transportation, through FMCSA, announced it will withhold roughly \$73 million in federal funding from New York after determining the state failed to revoke CDLs and CLPs that were issued improperly.

This follows an audit that found more than 50% of sampled non-domiciled CDLs were issued in violation of federal requirements, including failure to verify lawful presence.

That's not a paperwork issue. That's a system issue.

And FMCSA made it clear-if the system doesn't meet the standard, the

funding doesn't follow.

Florida: Due process challenge

At the same time, a lawsuit out of Florida is pushing back in the opposite direction.

Nineteen drivers are challenging the cancellation or denial of their CDLs, arguing they were effectively shut out of work without individualized review or due process.

That case is going to test where the line sits between enforcement and fairness.

What this actually means for carriers

Set the headlines aside for a minute. Here's the operational reality:

This issue is not going away-and it's not staying isolated to a couple of states.

You're going to see:

- * Increased scrutiny on CDL issuance and documentation

- * More consistency (and enforcement) around lawful presence verification

- * Greater expectation that carriers know exact-

ly who is operating under their authority

And if there are gaps, they won't be treated as technicalities.

This is where carriers get exposed

The risk here isn't just regulatory.

It's reputational. It's financial. And if something goes wrong—it's legal.

If a driver's credentials don't hold up under scrutiny:

- * The record gets questioned

- * The system gets questioned

- * And eventually, your operation gets questioned

Because the courtroom doesn't reward who's right-it rewards who's ready.

The standard hasn't changed-enforcement has

One of the most important takeaways here is simple:

None of this is new.

The requirement to verify lawful presence, align license validity with documentation, and ensure compliance has been in

place.

What's changing is the willingness to enforce it-and the consequences when it's not done correctly.

What you should be doing right now

This is not the time to assume everything is fine.

It's the time to verify.

- * Review your driver qualification files

- * Confirm documentation is current and properly aligned

- * Make sure expiration dates match supporting documents

- * Don't rely on assumptions—verify the record

If there's a gap, fix it now—before someone else points it out for you.

Bottom line

This isn't about taking sides. It's about understanding where the standard is—and making sure you meet it.

Because once the spotlight hits, it doesn't just land on the state.

It lands on the carrier.

Registration Now Open for 44th Annual Shell Rotella SuperRigs in Bristol, TN

Registration is now open for the 44th annual Shell Rotella SuperRigs®, returning to Bristol Motor Speedway in Bristol, TN, June 25 to 27, 2026.

Drivers across the U.S. and Canada are encouraged to pre-register early to secure a designated parking spot and select their preferred judging time. Final judging schedules will be confirmed by Shell Rotella representatives. Registration will remain open until 4:00 PM CT on June 26, 2026, or once the first one hundred and twenty-five (125) Contestants have completed registration.

SuperRigs remains one of the industry's premier events, bringing together the best-looking and hardest-working trucks on the road. This year's competition will feature:

- * More than \$25,000 in cash and prizes across 20+ categories, including Best of Show

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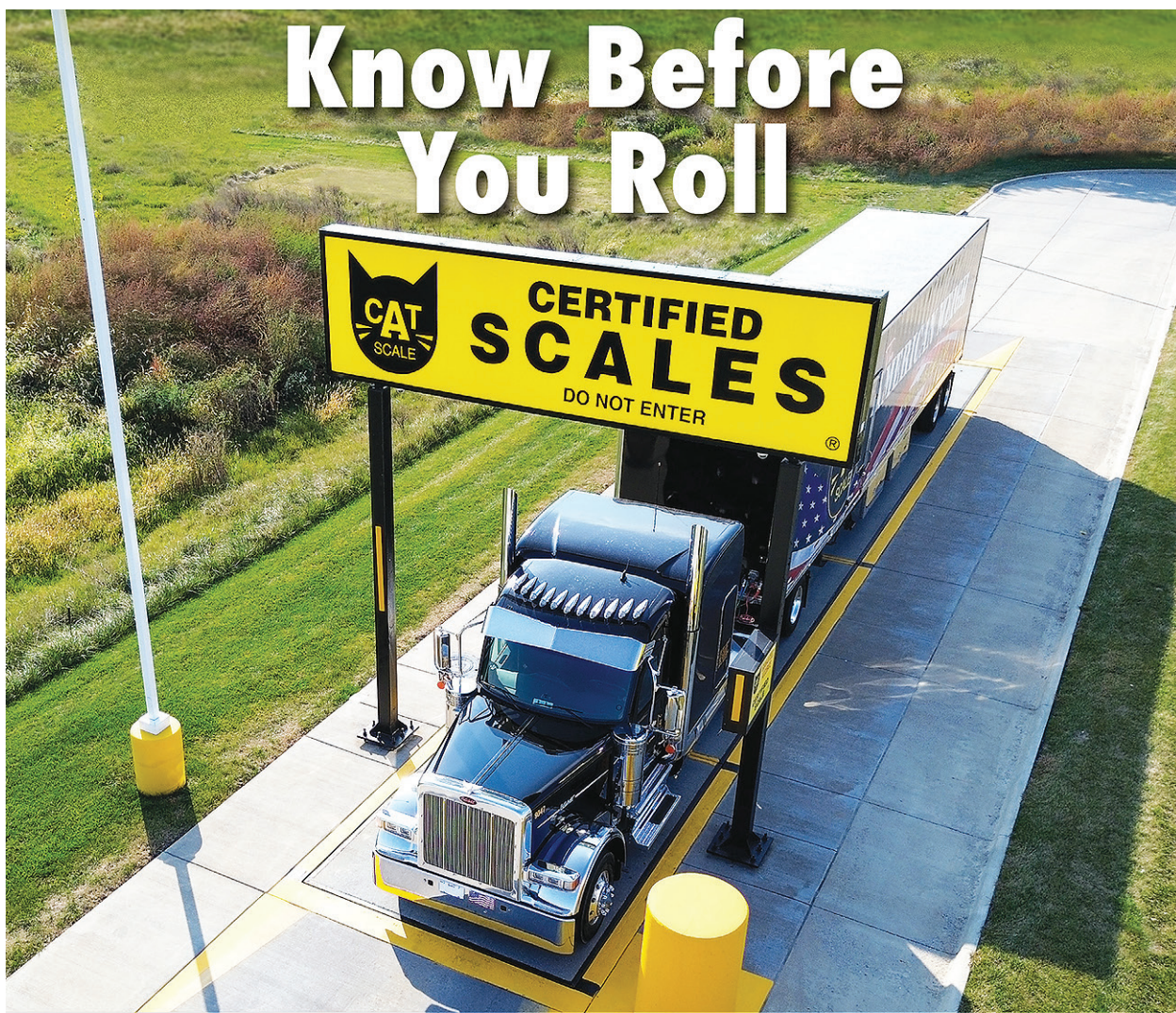
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Cargo Theft Bill Championed by ATA Passes House

Washington, DC... The American Trucking Associations applauded the U.S. House of Representatives for voting to pass the Combating Organized Retail Crime Act (CORCA).

CORCA is bipartisan legislation that would establish a unified, federal response to the growing threat of cargo theft perpetrated by criminals who often operate across state and international borders. The bill now heads to the Senate for consideration before being sent to the President to be signed into law.

Cargo theft is becoming increasingly prevalent and high-tech, and it often originates overseas. The American Transportation Research Institute calculated that cargo theft is costing the trucking industry over \$18 million per day. Strategic theft, a category of crime that uses deception, identity theft, and fraudulent documentation to divert freight, has surged by 1,500% since 2021 according to CargoNet. Ninety percent of motor carriers are small businesses operating 10 trucks or fewer, and they are under enormous strain to counter these technologically advanced adversaries. The transnational aspect of cargo theft also poses a national security threat.



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Judgements - The Gambler



By John Broderick

As with most weeks in this line of work, it was grueling—racing to make deliveries on me, then rushing just as fast to complete pickups. This week was no different.

The driver had picked up a load of bags bound for a charcoal plant in West Virginia, located in a small town just outside Clarksville. The shortest route to the destination was marked on the map as a main road into the town that had grown up around the plant. Like many roads in the Blue Ridge Mountains, it was a narrow two-lane affair, winding alongside a restless river.

As the driver skillfully guided his rig through

the turns, he came upon a sign that struck fear into any trucker's heart: "Low Clearance Ahead: 13 feet. Weight Limit: 40,000 lbs." His truck stood 13 feet, 6 inches tall and weighed 80,000 pounds fully loaded.

Approaching the bridge, he spotted a small cutout to the right—just large enough to pull over. From there, he could assess the situation. The road was too narrow to turn around, and backing up a 60-foot truck on a mountain road was a risky proposition.

The bridge was an old iron-covered span crossing the river. The driver climbed down from the cab and walked to its edge, inspecting the structure, the rivets, the sagging frame—trying to judge whether it could hold his weight.

While he contemplated, a coal hauler pulling a dump trailer stopped beside him. The driver leaned out and said, "Don't worry. Trucks your size cross this bridge all the time. You'll be fine." Then he rolled forward and disappeared across the span like it was nothing.

Reassured but still wary, the driver returned to his

cab. He could picture the bridge collapsing halfway across—the twisted wreckage, the headlines. But the alternative was worse. He took a breath and rolled forward.

The bridge groaned beneath him but held. When he reached the other side, the relief hit him like a wave. He'd made it.

Unfortunately, the plant had closed an hour earlier. With the weekend ahead and nowhere to deliver, he needed a place to lay over. The town was small, with few options for parking a rig his size. One lot behind the Triple X Entertainment Center was large enough, and after speaking with the manager, he was given permission to park there.

Money was tight, as usual. Finding entertainment to break the monotony of waiting was a chore. Across the street stood a busy corner gas station with a steady stream of customers. Bored of the radio and the confines of his cab, the driver walked over, spoke with the owner, and was invited to hang out. He settled onto a bench out front, watching the world go by.

In due time, a mid-

dle-aged man pulled up in an aging Lincoln, needing a new battery. He grabbed a soda and joined the driver on the bench. They struck up a conversation and quickly found common ground. When the mechanic finished the repair, the man paid his bill and invited the driver to ride around town with him.

He explained that he'd grown up in the area and knew its history and many of its people. He had a couple of stops to make and welcomed the company.

Compared to the driver—who stood 6-foot-5 and weighed nearly 300 pounds—the man was small. But he seemed to admire the driver's size and jovial personality. Their first stop was a warehouse the size of a city block. They parked on a hill beside the building and entered through a basement door. The room was dark, empty except for a single light hanging over a table where five men played cards.

As they stepped inside, heads turned. The driver wondered what they were doing there.

The little man led the way across the warehouse

and approached one of the players. "I've come to collect my money," he said. The player glanced up, saw the big man beside him, and replied, "I'm on a roll. I'll pay you after this hand." "I see the money in front of you," the little man said. "I want it now." The player looked again at the driver, then counted out the debt and handed it over. Without another word, the two men turned and walked out.

Back in the car, the little man handed the driver a \$20 bill. "Thanks for your help," he said with a smile, and started the engine. On the way to the next stop, he explained that the debt had been outstanding for some time. Since he didn't live in town, he needed to collect it before settling his own obligations. They drove through the town as he pointed out historical landmarks. Soon, they pulled up in front of a small deli. Inside, the man introduced the driver to two older gentlemen behind the counter—brothers who owned the old-style shop. The reunion was warm and full of humor. After ordering sandwiches, the visitors were invited to the back room. They ate together,

then broke out the cards for a few rounds of nickel ante, quarter-limit poker. The banter was lively, sometimes surprising, and always good-natured. The afternoon passed quickly. Eventually, the little man returned the driver to his truck, and they exchanged farewells.

It had all happened on a fall Saturday in a little West Virginia town—where a stranger met another stranger and shared a day in the life. The next day, Sunday, was uneventful. The driver rested, preparing for another week on the road. That evening, he parked at the delivery site and waited for Monday morning.

Reflecting on the weekend, he grew philosophical. He thought to himself: I must be a natural-born gambler. He'd gambled on the advice of another driver, on the strength of a bridge, on the trustworthiness of a stranger, on the collection of a debt—and spent the day gambling away the unexpected reward of the assist. His conclusion? No matter how much you gamble during the day, if you break even by nightfall, you're a winner.



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Left to right: Bill Hoban and Walt Weller.

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gineered with purpose-built tread designs and specialized rubber compounds tailored to specific driving conditions. Manufactured in state-of-the-art facilities using advanced technology and modern production processes, these tires are built to meet the performance expectations of today's commercial operators.

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hensive lineup of truck and bus radial tires designed to perform under demanding road conditions while delivering exceptional value and reliability. Transmax is backed by a strong 6-year limited casing warranty with up to two retreads, helping fleets operate with confidence mile after mile.

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As American Omni continues to expand its distribution network across North America, the company has strengthened its leadership team with two highly respected tire industry veterans: Walt Weller and Bill Hoban. Together, they bring more than 92 years of combined experience with Tier 1 tire manufacturers and are focused on accelerating growth and supporting distribution partners nationwide.

For more information about American Omni Trading Company and distribution opportunities, contact Bill Hoban at 419-957-5155 or email bhoban@american-omni.com

FDA Paves Way for Oral Fluid Drug Testing Following ATA Advocacy

Washington, DC... American Trucking Associations applauded the Trump Administration for taking a critical step towards unlocking advanced drug testing methodologies in safety sensitive industries.

A proposed rule by the U.S. Food and Drug Administration would eliminate the 510(k) clearance requirement, which served as the primary obstacle for labs seeking certification to perform oral fluid testing despite its approval for regulated use over three years ago. The proposal also paves the way for a wider modernization of federal drug testing, from incorporating additional methods like hair testing to strengthening the nation's capacity to react quickly to emerging drug threats, such as fentanyl and synthetic cannabinoids.

This breakthrough came after six Members of Congress sent a letter at ATA's request to the U.S. Department of Health and Human Services. Reps. Andy Harris (R-MD), Ben Cline (R-VA), Pete Sessions (R-TX), Mike Bost (R-IL), Mike Collins (R-GA), and Claudia Tenney (R-NY) urged HHS Secretary Robert F. Kennedy Jr. to reform the nation's drug testing programs.

For well over a decade, ATA has warned that the federal government's overreliance on urine testing has created dangerous gaps in the system—including widespread drug test "cheating." According to an analysis of Quest Diagnostics data, substituted and invalid urine specimens increased by more than 370% and 36%, respectively, between 2022 and 2023 among federally regulated, safety-sensitive employees—a troubling trend that underscores how vulnerable the current system has become.

As directly observed methods, oral fluid and hair testing are less susceptible to substitutions or tampering. Additionally, hair testing offers a longer detection window, providing a more complete picture of past drug use. Access to these testing methods ensures motor carriers have the most effective, robust toolboxes when it comes to understanding potential patterns of drug and alcohol use and safety hazards, yet for years, their adoption has been stalled by needless bureaucratic delays.

Oral fluid testing was approved for regulated use in 2023, yet no U.S. laboratory has been able to obtain certification due to the 510(k) clearance process. The 510(k) requirement also risked further delaying the adoption of hair testing once HHS issues its guidance.

The comment window for FDA's proposed rule is open for the next 60 days. ATA plans to submit comments in support of removing the 510(k) requirement and is encouraging other safety stakeholders to do the same via [regulations.gov](https://www.regulations.gov).

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- How long have you been with Sheetz?**
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- What's your favorite off-menu item?**
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- What do you love the most about Sheetz?**
I love how much Sheetz cares for their employees and communities. They do so many things that a company just does not have to do. Employee bonuses, ESOP, 401k, crazy good benefits, the program they have for employees in need. And for the communities, they encourage us as store managers to participate in as many community events as we can. Part of the training for becoming a Store Manager requires the trainee to find a community outreach program to participate in. I absolutely love the Sheetz for the Kidz program at Christmas time as well.
- What do truckerz order most often?**
I see truckers order a lot of MTO! What I hear from them the most is that they love the variety. Most travel centers out there offer the same old things (pizza, hotdogs, fried chicken). They love being able to get something different every time at Sheetz!

Truck Parking Club Adds Victor Westerlund as Chief Financial Officer to Accelerate Next Phase of Growth

CHATTANOOGA, TN... Truck Parking Club, a leading marketplace connecting truck drivers and fleets with reservable parking nationwide, has announced the appointment of Victor Westerlund as Chief Financial Officer as the company continues to scale its national network.

Westerlund brings more than a decade of experience scaling high-growth companies, most recently serving as Vice President of Finance at Stax Payments. During his tenure, he helped build the company's financial operations from the ground up, supporting its growth from an early-stage startup to a company that reached a reported valuation of up to \$1 billion, while supporting multiple capital raises, acquisitions, and a majority exit.

At Truck Parking Club, Westerlund will lead financial strategy and infrastructure development as the company enters its next phase of rapid expansion.

"Victor brings exactly the kind of experience we need at this stage of growth," said Evan Shelley, Founder and CEO of Truck Parking Club. "His expe-

rience building financial systems, raising capital, and navigating scale will be critical as we continue to expand our network and strengthen our position in the market."

Truck Parking Club is addressing the nationwide shortage of truck parking, which federal data links to hundreds of fatal crashes each year. Since launching, the company has rapidly scaled its marketplace by activating underutilized space on private property, recently surpassing 5,000 locations nationwide while helping hundreds of thousands of drivers find safe, legal, and efficient parking.

"Truck parking is one of the biggest pain points in the logistics ecosystem, and the opportunity to solve it at scale is incredibly compelling," said Westerlund. "There's a large, underserved market here, and Truck Parking Club has built a strong foundation and a clear path forward. I'm excited to join the team at this stage and help drive the next phase of growth."

Westerlund joins Truck Parking Club at

a pivotal moment, as the company continues to expand its marketplace and explore new go-to-market opportunities, including deeper engagement with fleets and enterprise partners, with plans to grow to 10,000 locations by the end of 2026. Westerlund will focus on building a robust financial foundation to support and accelerate this growth.

Truck Parking Club is a network of instantly reservable hourly, daily, weekly, and monthly truck parking locations throughout the U.S. Truck Parking Club connects truckers to parking via truckparkingclub.com and its mobile app. The network is made up of property owners with locations suitable for truck parking, including trucking companies, warehouses, truck repair shops, tow truck companies, storage companies, CDL schools, trailer leasing companies, industrial outdoor storage, real estate investors, truck stops, truck parking operators, and more. Property owners interested in becoming a Property Member can join at truckparkingclub.com/become-property-member.

ATA's Statement on Partial Reclassification of Marijuana

Washington, DC... Following action by the U.S. Department of Justice and the Drug Enforcement Administration to reclassify state-licensed medical marijuana, American Trucking Associations Vice President of Safety Policy Brenna Lyles issued this statement:

"We are reviewing DEA's announcement and assessing what near- and long-term impacts it could have on USDOT's drug and alcohol testing program. The American Trucking Associations does not take a formal position on marijuana legalization. However, we are concerned about the safety risks of re-scheduling it without clear safeguards to preserve USDOT's testing authority for safety-sensitive workers.

"A safe driver is a qualified driver. And a qualified driver is drug- and alcohol-free. As we've seen with recent events and the increase in enforcement from USDOT, it's critically important that drivers of 80,000-pound vehicles are unimpaired and fit to operate that equipment.

"Absent clear protections for USDOT's marijuana testing authority, a policy shift could undermine the Department's drug- and alcohol-testing program and weaken highway safety. That risk is compounded by the lack of a reliable, widely accepted standard to measure marijuana impairment, whether roadside or before a driver gets behind the wheel.

"We appreciate USDOT's continued focus on safety and efforts to strengthen driver qualification and enforcement standards. Now it

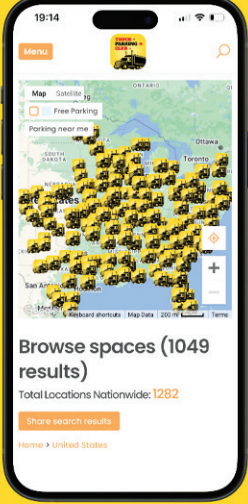
must work with HHS, DOJ, and Congress to ensure any policy change preserves the authority, tools, and technical capacity needed to keep impaired and unqualified drivers off our roads."

For years, ATA has led efforts to mitigate the public safety risk posed by marijuana


due to policy changes at the state and federal levels. In August, ATA sent a letter to USDOT Secretary Sean Duffy to push for safeguards to the testing authority and technical requirements that apply to USDOT-regulated, safety-sensitive workers.



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NextGen Trucking at Mercer - Where the Future Is Already in Motion



Mercer Owner Operator, Mike Ricouard, talking to Next Gen Trucking Students visiting Mercer's campus.

On a bright, busy day at Mercer Transportation's annual Jamboree, a group of students from the Next Generation in Trucking Association stepped onto Mercer's campus with a sense of direction that was impossible to miss. This wasn't a tentative introduction to trucking. It was a hands-on step into an industry many of them had already begun to see as part of their future.

And not just behind the wheel.

What they found at Mer-

cer Transportation was something more expansive than they expected: a network of careers, pathways, and people that revealed trucking as an industry far broader than driving alone.

A Bigger Picture of the Industry

Walking among rows of polished, customized trucks, the students quickly realized that trucking isn't a one-dimensional profession. Yes, there were drivers and owner operators, but there were also opportunities in diesel

technology, logistics, safety, operations, and fleet management.

For some, the draw was the independence of the road. For others, it was the hands-on precision of becoming a diesel technician. And for many, it was the realization that this industry supports an entire ecosystem of careers that keep freight—and the country—moving.

That shift in perspective is exactly what organizations like NextGen in Trucking aim to create.



Mercer Owner Operator, Charles Crume, answering questions from a Next Gen Trucking student.

As Lindsey Trent, President and Co-Founder of NextGen in Trucking has emphasized, the goal is to show young people that trucking offers "many options" and clear career paths across the industry, not just one role, but an entire field of opportunity.

More Than Machines

The trucks themselves made an impression: massive in scale, meticulously maintained, and often striking in appearance. But what stood out wasn't just how big they were.

It was how much pride they represented.

These weren't just tools of the trade. They were reflections of the people who owned and operated them. That realization reshaped how students saw the industry, not as purely functional, but as something personal, skilled, and even creative.

Lessons You Can't Google

That human element came into focus during a conversation with Mercer owner operator, Mike Ricouard.

Speaking from experience, he offered a candid look at what it takes to succeed: early challenges, smart decision-making, and the discipline required to build something sustainable. But his message went beyond survival.

Trucking, he explained, can be a platform for independence, for entrepreneurship, for long-term stability.

And just as important as what he said was how he said it. There was a genuine enthusiasm in his willingness to share, a recognition that passing knowledge forward is part of what keeps the industry strong.

A Generation Already Thinking Ahead

What stood out most throughout the visit wasn't just curiosity. It was intention.

These students weren't passively exploring options. They were actively mapping out possibilities. They asked thoughtful questions, connected ideas to their own goals, and spoke openly about what they wanted: meaningful work, financial stability, and careers they could take ownership of.

Some saw themselves driving. Others leaned toward maintenance, logistics, or management roles. All of them, however, saw a future in transportation.

That diversity of interests, and of people, signals a broader shift. Young men and women alike were equally engaged, equally invested, and equally capable of finding their place in the industry.

From Mercer's Campus to Industry Stage

The experience extended beyond Mercer's campus to the Mid-America Trucking Show, where the students stepped into one of the largest events in trucking.

At Mercer's booth, they connected with Charles

Gracey, host of SiriusXM radio's Trucking Sense show, during a live broadcast. What unfolded wasn't just an interview, it was a conversation between generations.

On one side, a seasoned voice of the industry. On the other, a group preparing to enter it.

Moments like that make something clear: the future of trucking isn't a distant concept. It's already taking shape in real time.

Building Pathways, Not Just Interest

At its core, NextGen in Trucking is about more than awareness. It's about access.

Through school programs, industry partnerships, and hands-on experiences, the organization is helping students see trucking as a first-choice career—not a fallback. Their work spans CDL training, diesel technician programs, and broader supply chain education, all designed to connect students directly to real opportunities.

To quote Dave Dein, Vice President and Co-founder of NextGen Trucking, "What I love most about NextGen Trucking's mission is that we get to be a part of something that is going to literally transform the trucking industry as well as student's lives in a positive and meaningful way. And we couldn't do it without the support of companies like Mercer Transportation."

And the impact is tangible. When students can step onto a campus like Mercer's, speak directly with drivers and technicians, and experience the industry firsthand, their perspective changes.

Uncertainty becomes direction. Interest becomes intention.

Already in Motion
If this visit revealed anything, it's that the next generation of trucking professionals isn't waiting to figure things out. They're already doing it.

Some may become drivers. Others will build careers as diesel technicians, logistics coordinators, safety managers, or leaders within the supply chain. But all of them are part of something bigger—a workforce that is entering the industry with awareness, purpose, and momentum.

The road ahead isn't something they're hoping to find.

It's something they're already preparing to take.

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Founders & Guardians - Jimmy Stewart



Jimmy Stewart became an accomplished accordion player. His first accordion was a gift from his father, who had accepted it as payment from a customer to settle an account at the family's hardware store in Indiana, PA.

By: Michael R. McGough © 2026, M. R. McGough, LLC

"The secret to a happy life is to accept change gracefully."

(Jimmy Stewart)

James Maitland Stewart was born on Wednesday, May 20, 1908, in Indiana, Pennsylvania. He was one of three children born to Alex and Elizabeth

Stewart. Jimmy enjoyed a comfortable childhood in a close-knit family, where he learned personal virtues that he carried into his acting. After attending the model school at Indiana Normal School for his early education, he attended Mercersburg Academy then enrolled in Princeton.

At Princeton, young Stewart majored in archi-

ture and was involved in theater. After graduation, he joined a small theater group in Falmouth, Massachusetts. That group only lasted briefly, but he made a friendship that lasted a lifetime, when he met Henry Fonda. Later that year, he moved to New York and began acting on Broadway, where he was noticed by several critics.

He signed a contract with the movie company Metro-Goldwyn-Mayer in 1934, and he debuted with Spencer Tracy in the movie, *The Murder Man* the following year. Stewart's roles in two late 1930s movies, *You Can't Take It With You* and *Mr. Smith Goes to Washington*, were the beginning of his rise to stardom. For his role in the 1940 film, *The Philadelphia Story*, Stewart won Best Actor in the 1941 Academy Awards.

Following a family tradition that went back to the Revolutionary War, Stewart enlisted in the Army early in 1941. As a licensed civilian pilot, he was assigned to the Army Air Corps. He was one of the first Hollywood stars to enlist. After military pilot training, he became a B-24 instructor, then assumed command of a bomber squadron in Europe. He attained the rank of colonel, by the end of the war. For his service, which included more than 20 bombing missions, he was awarded the Air Med-

al and the Distinguished Flying Cross. He continued his military service in the Air Force Reserves. In 1959, he attained the rank of brigadier general. Two years prior to his retirement from the Air Force in 1968, he flew as an observer on a B-52 mission over Viet Nam.

After World War II, Stewart returned to the big screen. He won an Oscar nomination, for his role as George Bailey in the 1946 film *It's a Wonderful Life*. The movie enjoyed limited box office success, but it has become a classic television staple during the holiday season. Regarding Stewart's role in that movie, President Harry Truman said if he and his wife had had a son, they would have wanted him to be just like Jimmy Stewart. Those close to Stewart said the person they knew was very much like the actor the world saw in his movie. By most accounts, *It's a Wonderful Life* was Stewart's favorite movie.

Stewart married Gloria Hatrick McLean in 1949. They had twin daughters, and they raised Gloria's two sons from a previous marriage. Jimmy Stewart was a devoted husband and father, sharing the love and morals he had learned as a child. The Stewarts were married for 45 years when Gloria, who Jimmy called the love of his life, passed

in 1994.

Throughout the decades after World War II, Stewart transitioned into broader and more complex screen roles, demonstrating his versatility and his range. He starred in psycho-suspense movies such as *Rear Window* (1954) and *Vertigo* (1958), as well as a number of westerns, including *Winchester '73* (1950) and *The Man Who Shot Liberty Valance* (1962). At the same time, he also starred in movies like *Mr. Hobbs Takes a Vacation*, a 1962 comedy about a family beach vacation, that has its share of humorous chaos but ends well with the family having enjoyed their time together. Both in his personal and professional life, Stewart demonstrated a willingness and ability to adapt gracefully to change.

In the movie *Mr. Smith Goes to Washington*, Stewart's character, Jefferson Smith, while speaking before Congress, passionately says, "I wouldn't give you two cents for all your fancy rules if, behind them, they didn't have a little bit of plain, ordinary, everyday kindness and a little looking out for the other fella, too." Values Stewart learned early in life and demonstrated throughout his life included plain, ordinary, everyday kindness, and a willingness to look out for others.

For his life's work and

military service, Jimmy Stewart received numerous awards and recognitions. In 1985, he received an Academy Award for lifetime achievement. That same year, he was awarded the Presidential Medal of Freedom by fellow actor, President Ronald Reagan. At the age of 89, Jimmy Stewart died on July 2, 1997. Honoring Stewart's life and legacy, President Bill Clinton referred to him as a national treasure.

Stewart's genuine, empathetic, and typical-American manner made him an all but timeless actor, with whom several generations could easily identify. During his more than half a century in the industry, he acted in some 80 films, performed on stage, and appeared on two briefly run television shows. He was a frequent guest on talk shows, where he made a commonplace interview a pleasant glimpse into the American character. The Jimmy Stewart Museum in Indiana, Pennsylvania may best sum up Stewart's legacy, in what is termed the Jimmy Stewart Effect. Just as George Bailey demonstrated in *It's a Wonderful Life*, Stewart lived his life fulfilling his American Dream. In the process, he had the enduring effect of making the world a better place, just because he was in it!

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From The Chaplain's Desk



By Ron Fraser,
TFC Global President

Since I've been thinking about it, I've concluded that one of the most profound forms of loneliness is not physical isolation, even if it is challenging enough. It is the feeling of isolation that comes from speaking yet not being heard.

We are all familiar with the sensation.

You make an effort to convey to another person what is weighing on your mind, and before you have even tried to find the appropriate words, the responses begin to come

in. Suggestions. Explanations are provided. Make amends. Perhaps even a Bible verse that is presented in a hasty manner, as if a hastily delivered truth might accomplish the task of patient love. Even as the conversation continues to progress, something within you begins to quietly shut down. No, not because the other person intended to create harm. In most cases, they did not. On the other hand, because your heart required space, and space was the one thing that you were

not provided with.

It seems to me that this is a component of the issue that James is focusing on. In order to fully hear one another, we are not very adept at remaining still for an extended period of time. Interruptions and reactions are abundant in the world in which we live. Everything drives us to go at a faster pace. Our comments are quick. Quickly defend yourself. Decide quickly. Be quick with your speech. And then we wonder why so many people, even in places where there is a lot of conversation going on, have the feeling that they are not being seen.

To tell you the truth, I've witnessed how this phenomenon operates not only between individuals but also within an individual. Our own hearts have the potential to become impatient with us. We speed through our sadness. We reprimand our anxiousness. Our unhappiness is brushed off as a sign of weakness or a lack of faith. We attempt to alleviate the pain before we have even given any consideration to what it could be trying to convey to us. Although it is normal that we want relief, there are times when we

are so focused on getting rid of the pain that we fail to realize what is in need of attention.

Such seasons have occurred in my life. Possibly you have as well. There were times when I didn't require the assistance of another person to fix everything. Simply put, I required someone who would not exit the room in a precipitous manner. An individual who was able to sit with what was real without making any attempts to fix it up. This kind of presence seems to be uncommon in today's world. Additionally, when it arrives, it possesses a certain sacredness about it.

When you look at the Gospels in a more deliberate manner, you will begin to realize how frequently Jesus gives individuals his undivided attention. He pauses for the blind beggar, whom the other people were trying to silence. The woman who had endured suffering for years is brought to him, and he calls her daughter back. On the way to Emmaus, he walks alongside disciples who are bewildered and mourning, and he provides them with the opportunity to express themselves be-

fore beginning to reframe their understanding. He is not a stone thrower when it comes to the truth. As if it were bread, he offers it.

The life that Jesus lived was one of self-sacrifice. He is getting closer. What he receives, he takes in. He does not compromise the truth while simultaneously making room for human frailty. And this is something that is directly related to both one's mental health and their beliefs.

A significant amount of emotional distress is made more difficult by feelings of shame and isolation. We begin to believe that we are excessively large. Too dependent on others. Overly delicate. Excessively difficult to understand. But it is precisely in those settings that Jesus encounters individuals. The internal conflict does not faze him in any way. He main-

tains his composure there. Take a deep breath. On the scene there. That is significant for individuals who are experiencing feelings of anxiety, bereavement, fatigue, or quiet despair. It indicates that the presence of Christ is not something that is reserved for the most difficult times in our lives. When it comes to the tattered ones, he also comes near.

In Psalm 46:10, the Bible says, "Be still, and know that I am God."

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Eyes Up, Phones Down: What Pennsylvania's New Distracted Driving Law Means for Truckers

ATA, TCA, & NTTCC Statement on Gas Tax Suspension Proposals

Professional truck drivers know roadway conditions can change in a split second, and staying focused behind the wheel is essential. Eliminating distractions means quicker response times when traffic shifts, protecting you – and everyone else – on the road.

With Paul Miller's Law now in effect across the Commonwealth, the Pennsylvania Turnpike Commission is raising awareness and partnering with the trucking community to curb distracted driving.

Enacted in 2025, the law prohibits the use of hand-held mobile devices while driving. It is named for Paul Miller, who died in 2010 when a tractor-trailer driver, distracted by a phone, crashed into the Scranton native's vehicle along Route 33 in Monroe County.

The law strengthens existing texting-while-driving bans and prohibits mobile device use while vehicles are in motion. This month, law enforcement began issuing summary citations. For commercial drivers, these nonsanction violations remain on driving records and can pose legal and career risks.

Why Distracted Driving Hits Harder for Truckers

According to the Federal Motor Carrier Safety Administration (FMCSA), drivers who take their eyes off the road for

just five seconds at 55 mph travel the length of a football field without looking. At 70 mph – about 100 feet per second – even momentary lapses can be deadly. For commercial drivers, the risk is amplified due to longer stopping distances and the greater force generated by fully loaded trucks.

In 2024, Pennsylvania recorded nearly 10,000 distracted driving crashes, causing more than 6,000 injuries and 49 fatalities. On the Pennsylvania Turnpike, hundreds of distracted driving citations were issued in 2025, underscoring the need for extra vigilance behind the wheel.

What Truckers Should Expect

The PA Turnpike Commission, Pennsylvania Department of Transportation (PennDOT) and Pennsylvania State Police (PSP) are collaborating on initiatives designed to help drivers stay focused and reduce dangerous behavior.

* Work Zone Speed Safety Cameras

Now permanent after a successful pilot, Work Zone Speed Safety Cameras operate in active work zones on PennDOT and PA Turnpike highways. These automated systems record drivers traveling 11 mph or more over the posted limit. The program has significantly reduced speeding

and work zone crashes, creating safer, more predictable conditions for truckers and reinforcing expectations around speed compliance.

* Move Over Enforcement

Roadside workers often operate just feet from high-speed traffic. Pennsylvania's Move Over Law requires drivers to shift to a neighboring lane when safe or to slow down by at least 20 mph below the speed limit when approaching emergency response areas. Providing this buffer protects workers and reduces the risk of secondary crashes involving commercial vehicles.

* Airhorn Equipped Truck-Mounted Attenuators (TMAs)

A new pilot program equips Truck Mounted Attenuators (TMAs) with driver-triggered airhorns that sound when motorists approach too quickly. TMAs are designed to absorb crash impact; adding an audible warning gives distracted drivers an extra cue to slow down and refocus before reaching crews or equipment.

Supporting Truckers: Reducing Fatigue Through Better Parking

Fatigue is a leading contributor to delayed reaction times and distraction. Having safe, accessible places to rest is essential for truckers traveling long distances

and managing hours of service requirements.

Over the past two decades, the PA Turnpike has invested more than \$30 million to expand truck parking at service plazas statewide. In partnership with PennDOT, more than 1,200 new truck parking spaces are being added across 133 locations by the end of 2026. The PA Turnpike is reviewing the feasibility of adding more than 600 additional spaces along its system. These efforts support truckers who need reliable places to stop, rest and remain alert for the miles ahead.

Tools to Inform Your Journey

The PA Turnpike's advanced traffic management systems provide real-time updates that help drivers stay aware of conditions and avoid sudden hazards.

* Text "info" to 47676 when at a complete stop on the PA Turnpike to receive automated, location-based updates on incidents, clearance times and roadway conditions. This service is for use only when safely stopped and does not provide routine traffic information.

* Use the 511PA app before traveling to check incidents, construction, traffic and weather conditions statewide, including on the PA Turnpike.

Commercial drivers shoulder enormous re-

sponsibility as they travel the nation's highways, and Paul Miller's Law reinforces what safe truckers already practice every day: when you're behind the wheel, your focus belongs on the road. Remaining alert, attentive and distraction-free helps ensure that you, other drivers, first responders and highway workers arrive home safely.

TAKE THE PLEDGE

Sign the Go Orange pledge and add your name to the thousands who've already committed to driving safely in all work zones.

###

-OPTIONAL BREAK-OUT BOX-

SAFE DRIVING TIPS?

* Program your GPS and set playlists before pulling out of the lot.

* Pair your device with vehicle systems before driving to ensure hands-free options work properly.

* Pull over and park safely to send or view text messages – the PA Turnpike's network of 17 service plazas are ideal locations.?

* Let dispatchers or co-drivers know you're committed to running distraction-free.

* Avoid scrolling or messaging while offloading, waiting or creeping in traffic – habits carry over.?

* Use "Do Not Disturb" features, silence notifications, or keep your phone out of sight until your trip ends.?

Washington, DC... In response to proposals to suspend the gas tax, the American Trucking Associations, Truckload Carriers Association, and National Tank Truck Carriers released this statement:

"We understand and appreciate the desire to provide relief to Americans facing higher fuel costs. However, history shows that gas tax holidays deliver negligible benefit to consumers. Because the tax is collected at the wholesale level and not at the retail pump, most savings never reach the consumer. While the average motorist pays about \$1.63 per week in federal fuel taxes, a suspension would translate into only about 30 cents in weekly savings.

"Without replacement funds, fuel tax revenues supporting critical investments in highway safety and infrastructure projects would evaporate, hindering the safe and efficient movement of people and goods across the country.

"America's highways are truckers' shop floor. While trucks are only four percent of vehicles on the road, the trucking industry covers nearly half of all Highway Trust Fund revenue. We look forward to working with members of Congress on solutions that deliver meaningful relief to consumers while preserving the long-term integrity of our transportation system."

SEE ORANGE. SLOW DOWN.

Every day, truckers share their workspace with work zone crews, putting their lives at risk. We recognize your hard work and dedication and ask you to join us in protecting both workers and drivers. Take the pledge to drive safely through work zones.

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FUN FOR EVERYONE

Enjoy monster truck shows, the High Truck Competition, Rolling Exhaust Contest, Rolling Burnout Contest, Low Truck Limbo, Frame Dragging Competition, and the Club Challenge & Coolest Club awards. Don't miss the Fleet Challenge & Finest Fleet awards, the 2026 Americana-Themed Truck Display, Carlisle Elite Awards (Friday only), and the must-see Big Rig Glow Show.

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McClymonds Supply & Transit Driver Promotes COPD Awareness At Nation's Capital



McClymonds Supply and Transit's 2024 Peterbilt 389 was recently in Washington, DC for a day of lung health advocacy. Tom Manges, a Professional Truck Driver for McClymonds drove the truck to DC for the event.

4 State Trucks Expands National Network with Two New Authorized Dealers

Joplin, MO... 4 State Trucks, a leading nationwide retailer of heavy-duty truck parts and accessories, is proud to announce the addition of two new authorized dealers: Pickett Custom Trucks and Holst Truck Parts. These partnerships further strengthen 4 State Trucks' commitment to delivering high-quality parts, customization, and service to truck owners and fleets across the United States.

With more than 300,000 parts in stock and decades of service to the trucking community, 4 State Trucks continues to expand its trusted network to better serve customers with increased accessibility, expertise, and regional support.

Expanding Custom Truck Innovation with Pickett Custom Trucks: Founded in 1993, Pickett Custom Trucks has built a strong reputation for craftsmanship and innovation in the custom truck space. Led by industry veteran Rod Pickett, the company brings decades of hands-on experience and a deep-rooted passion for truck customization.

Pickett Custom Trucks specializes in one-of-a-kind, made-to-order components and has gained national recognition, including involvement in television projects highlighting custom truck builds.

Through this partnership, customers will gain greater access to premium custom solutions backed by 4 State Trucks' extensive product inventory and nationwide distribution.

Strengthening Parts Availability with Holst Truck Parts: Holst Truck Parts, a family-owned and operated business with over 80 years of experience, brings a vast inventory of new, used, and rebuilt heavy-duty truck parts to the 4 State Trucks network.

Based in Idaho, Holst Truck Parts serves customers across the western United States with a strong focus on quality, affordability, and customer service. The company offers a wide range of components—from engines and transmissions to collision parts—helping customers reduce costs while maintaining performance.

This partnership enhances 4 State Trucks' ability to provide expanded inventory access and faster fulfillment options to customers nationwide.

Driving Growth Through Strategic Partnerships: The addition of these two authorized dealers reflects 4 State Trucks' ongoing growth strategy and commitment to building a robust, customer-focused network. By partnering with respected leaders in both custom fabrication and parts distribution, the company continues to deliver unmatched value to owner-operators, fleets, and repair facilities.

"Expanding our authorized dealer network allows us to better serve our customers with specialized expertise and improved access to the products they need," said Bryan Martin, President at 4 State Trucks. "We're excited to welcome Pickett Custom Trucks and Holst Truck Parts to the 4 State Trucks family."



Renee Manges

By Steve Pollock

WASHINGTON, DC... The week of March 16th members and friends of the COPD Foundation, Bronchiectasis, and other Associations converged in Washington, DC for a day of lung health advocacy with the nation's lawmakers.

The group was joined by Tom Manges (Rocky), a Professional Truck Driver for McClymonds Supply and Transit. Tom's wife Renee suffered from COPD and received a double lung transplant two years ago. Rocky became an advocate for COPD awareness as Renee fought her battle.

McClymonds Supply and Transit offered to design a truck promoting COPD Awareness, which Rocky proudly drives every day. Rocky drove the 2024 Peterbilt 389 to the nation's Capital in Washington, DC on March 18th, where it was on display from 9:30 am until 3:30 pm.

Rocky Manges serves as the Captain for the COPD Foundation in Pennsylvania. He is happy to report that Renee (pictured at the left) is doing well.



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100 Years of Route 66 . . . is just the beginning

By Dan Morris

Did you know this year is the 100th Anniversary of Route 66? If you are a listener of Tracing the Path podcast, you'll know that Route 66 started when the US government wanted to

see if camels performed better than horses in Westward Expansion.

Yes! The government drove a pack of camels from Texas to California, and part of the route they blazed became Route 66.

From a cross-country trucking point of view, Route 66 is just one of the amazing roads in this country. The Mother Road was the first road to cross the U.S., in 1909, and its completion involved Carl Fish-

er, the guy who created the Indianapolis Speedway.

And while it's not exact, US 50 (aka the Loneliest Road) travels much of what the Pony Express did back in 1860? Did you know Mark Twain traveled the Pony Express from St. Joseph, MO to Nebraska in a covered wagon where he picked up the Oregon Trail all the way to Nevada?

Our favorite thing by far is history that explains the 20th Century. The idea that camels in the 1800s are the reasons we have "teepee hotels" along Route 66 in the 1960s is fascinating. The idea that the finding of Gold in the foothills of San Francisco in 1848 is why we have a bustling West Coast is so interesting to read about.

No one person, or text book, or website can know all that is amazing about American history. That's why we need your help.



You have heard the stories. You have been to every corner of this country hearing every tale there is to tell. We'd love to turn your stories into full-blown stories (and credit you if you want). So we're calling all the trivia buffs, all the Cliff Clavins,

all the know-it-alls to share some of your insights about America.

What do you know about 20th Century history, that most people don't?

<https://audienceindustries.com/ideas>

MOVIN' OUT Calendar of Events



June 2-6 - ATHS National Convention and Truck Show - Ozark Empire Fairgrounds, Springfield, Missouri. Get your kicks on Route 66! More info coming soon!

June 4-7 - 23rd Annual Wheel Jam Truck Show - South Dakota State Fairgrounds, 43118th St. SW, Huron, SD. Show N Shine, Awards, Jake Brake Competition. For more info visit www.wheeljamtruckshow.com

June 25-27 - 44th Annual Shell SuperRigs - Bristol Motor Speedway, Bristol, TN.

June 26-27 - Chrome N Smoke Truck Show - Osmond, Nebraska. Contact Taylor Bucholz 402-640-0259 for more information.

June 26-28 - Kuhnle Bros. Semi Stampede - Kuhnle Motorsports, 8233 Sidley Rd., Thompson, Ohio. Ohio's only "Quebec -Style" Uphill, Semi Truck Drag Racing! For more info, visit www.kuhnlemotorsports.com/semistampede

June 26-28 - 14th Annual Ohio Vintage Truck Reunion - Ashland County Fairgrounds, 2042 Claremont Ave., Ashland, Ohio. Hosted by the Ohio Chapters of the American Truck Historical Society. Hundreds of Vintage Trucks, Trucking Memorabilia Display, Swap Meet, On-Site Camping with RV Hookups, Truck Crawl, Jake-Off, Light Show, Truck Model Contest, Truck Swap Meet, Country Convoy, and More! In place of Registration and Admission fees, donations to Ashland Food Bank and Shriner's Transportation are appreciated. Contact Bill Peters - wep515@gmail.com, phone 330-682-1707. www.ohvintrkrew.com

June 27-28 - Wicked Big Car Show & Truck Show Nationals - New Hampshire Motor Speedway, 1122 NH-106, Loudon, NH 03307. Supporting Speedway Children's Charities. Chicken Light Night Parade, Show Trucks, Show Cards, Mobile Dyno, Burnouts, Drifting, Legends Races, Onsite Camping, Food Trucks, Vendors, and Much More! For more info email info@wickedbigcarshow.com Website: www.wickedbigentertainmentgroup.com

June 28 - American Truck Historical Society ATHS Nutmeg Chapter Show - Brooklyn Fair Grounds, Route 169 Brooklyn, CT. 8:00am-3:00pm. For more info, call Harold Foskett 860 465-7503.

July 9-11 - Walcott Truckers Jamboree - Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

July 11 - Class 8 On The Lake - Geneva on the Lake, Ohio (on the Strip). Benefits Feed Our Vets Food Pantry. No registration fee! Free Admission! Parade of Lights starts at 8:45 pm. Classes: Semi-Truck, Pickup, Antique, Tow Truck (Bobtail Only, No Trailers), Rat Rod. Chinese Auction, 50/50 Raffle. For more info contact Scott - 814-460-2506, George 440-812-4429. Email: class8onthelake@gmail.com

July 18 - Tri State Antique Truck Club Annual Show - Kenworth of PA, 530 N. Center Ave. New Stanton, PA. All trucks welcome. No registration fee. 10-3. More information 724-557-4467

July 18 - Made In The Shade Truck Show - David City, Nebraska. For more information contact Benny Schultz 402-641-3991.

July 24-25 - Rigs On Route 66 - Downtown Miami, Oklahoma. A benefit for the Children's Advocacy Center. Truck Show, Vendors, Family and Community Event. Contact Steve Huff @ 918-513-2837, Email: huff456@gmail.com Website: www.rigson66.com

July 25 - Keystone Chapter ATCA Truck, Antique Car, Tractor, and Machinery Show - 139 Municipal St., East Freedom, PA 8 am - 5 pm. Dash Plaques while supplies last. No judging, no registration fee/ Breakfast/Lunch/Baked Goods. For more info, contact Ken Clear at 814-224-2084

August 7-9 - Carlisle Truck Nationals - Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit www.carlisleevents.com

August 14-15 - The Midwest Classic Truck Show - Oakland, Nebraska. For more information call Brock Gadberry 402-680-8103

September 18-19 - 6th Annual DMF-OH Cancer Benefit - Portage County Fairgrounds, SR 44, Randolph, Ohio. Judged Light Show on Friday, September 18th. Truck Show on Saturday, September 19th. Classes: Bobtail, Combo, Cabover, Antique, Pickup. Truck Show General Admission is free. Awards @ 4:00 pm. Truck Pull on Saturday, September 19th @ 5:00 pm. Grandstand Admission \$15.00, Pit Pass \$20.00. Truck Pull sponsored by MAC. For more info call 330-351-1673.

September 25-27 - Kuhnle Brothers Unc's Fall Brawl - Kuhnle Motorsports, 8233 Sidley Rd., Thompson, Ohio. Ohio's only "Quebec -Style" Uphill, Semi Truck Drag Racing! For more info, visit www.kuhnlemotorsports.com/semistampede

November 6-7 - Bennett Stars, Stripes, and White Lines Truck Show - EchoPark Speedway, McDonough, Georgia. The Stars, Stripes, and White Lines Truck Show is an annual event celebrating show trucks from around the country including, elite invite only classes, wash and show classes and patriotic-themed trucks, jeeps, motorcycles. All proceeds go to benefit Wreaths Across America to place 20,700 wreaths at Andersonville National Cemetery. For more info, go to www.sswltruckshow.com

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

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PMTA Honors Pennsylvania's Safest Fleets at 2026 Fleet Safety Awards Luncheon

By Rebecca Oyler, PMTA

Several member companies of the Pennsylvania Motor Truck Association (PMTA) were recognized for their outstanding commitment to highway safety during the 2026 Fleet Safety Awards Luncheon, sponsored by Great West, An Old Republic Company. The awards luncheon was held at the OMNI William Penn in Pittsburgh as part of PMTA's Annual Membership Conference (AMC).

The annual Fleet Safety Awards program honors carriers that have demonstrated exceptional safety performance, professionalism, and operational excellence throughout the year. Winners are selected by the Safety Management

Council's Awards and Recognition Committee with assistance from the Pennsylvania State Police and Great West. Awards are presented in mileage-based categories and are determined using a company's accident and violation history over the course of the year.

In an industry where safety is the foundation of every successful operation, these awards represent far more than statistics. They reflect a company-wide culture of responsibility, accountability, training, and commitment to protecting both drivers and the motor-

ing public. Congratulations to the 2026 Fleet Safety Award winners:

Category: 0 - 3 Million Miles: 1st - Turkey Hill;

2nd - Lester R. Summers, Inc.; 3rd - Aaron Leasing

Category: 3 - 5 Million Miles: 1st - M&C Trucking; 2nd - Klapce Trucking; 3rd - Clinton's Ditch

Category: 5 - 10 Million Miles: 1st - Wegmans; 2nd - Peters Brothers; 3rd - Talon Logistics

Category: 10 Million Miles and Above: 1st - The Giant Company; 2nd - Ward Transport and Logistics; 3rd - A. Duie Pyle

PMTA also presented its prestigious President's Trophies, recognizing the top overall safety performers in two divisions.

Peters Brothers received the President's Trophy for the large category, while Turkey Hill earned the President's Trophy for the small category.

PMTA congratulates all of this year's winners for setting the standard for safety excellence in Pennsylvania's trucking industry. Their dedication helps strengthen the industry's reputation and reinforces trucking's ongoing commitment to safe operations across the Commonwealth and beyond.

The Fleet Safety Awards program is made possible through the continued support and dedication of Great West, An Old Republic Company's Mark Laurussevage.

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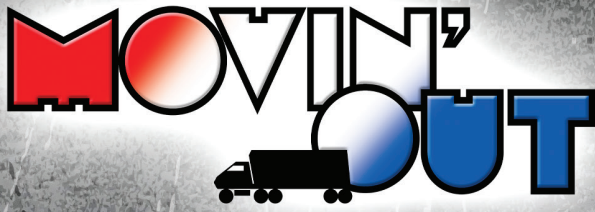
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Working Show Truck Of The Month

Ernie Adams



- photos
and
text by
Steve
Pollock -



Ernie Adams, from New Florence, Pennsylvania, grew up in a family of truckers and that is all that he ever wanted to do. He has been driving for 27 years. We caught up with Ernie and his son Kit at the 2026 Mid-America Truck

ing Show in Louisville, Kentucky where his 1982 Kenworth W900A truck was competing in the PKY Truck Beauty Championship. Ernie bought the truck in pieces and it took 2.5 years to restore. With over a mil-

lion miles on the odometer, the KW is still a show piece! Ernie's Kenworth is powered by a 550 hp 6NZ CAT, 18 speed transmission, and a 3:55 rear end. It is pulling a 2026 MAC Stepdeck. Ernie enjoys the chal-

lenge of over-dimensional work and runs all of the lower 48 states with a 9-axle trailer while leased to Reinsfelder, Inc. Ernie says he couldn't have built his show truck without the help of Kevin Montgomery and Swifty at Morrocco Welding. He also thanks Terry Imler for the custom pinstripping and Alex at Black Diamond Polishing.



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(15) NEW EAGER BEAVER 20XPT TAG TRAILERS
34"x102"x21' Flat Deck, 34" Deck Height, Wood
Filled or Steel Ramps, \$35,650 Incl FET



(12) 2027 MANAC STEEL DROPS, 48"x102", 10' Top,
38" Main, Galv C/M's 10'1" Hend Air Spread, Rear Axle
Dump, Winch Track, \$45,500 Incl FET



(12) 2026 VANGAURD VXP PLATE VANS,
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48" Log Posts, TireMaax Pro, \$38,895 Incl FET



(4) 2014 HEIL PETROLEUM TANKS, 9200
Gal., 3200/2300/1100//2600, Trough Bottoms, One
Double B/H, Air EV's, Civacon Top & Bottom Probes,
Air Ride, \$52,000



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toolboxes, Disc Brakes, Winch Track both sides.
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2014 EAST GENESIS ALUM FRAME DUMP
38'x96", Alum Body, 60" Side Hgt, 10'1" Hendrickson
Air Ride Spread, Roll Tarp, Alum Tool Box, Tire Carrier,
\$52,000



(6) NEW EAGER BEAVER 35GSL PT PAVER
LOWBOY 48'6"x102", 24' Well, 24" DeckHt,
35-Ton, NGB, 90" Swing, Air Ride, \$77,250 Incl FET



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(14) 2025 FONTANE 55LCC,, 53"x102", 26' Well,
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Wheels, 275/70R22.5, Strobe Lights, \$112,950



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Winch Track Both Sides, Coil Pkg, \$38,900



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-Jim Blaylock, Founder

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Customer Testimonials

"I installed a Switchblade on my '99 IH 9400 with a Cummins N14 Select. Fully loaded at 80k lbs, I went from 5mpg to 6.7mpg. Unloaded went from 6.0mpg - 8.2mpg. It spools up super quick, gets me into higher gears faster, and runs very smoothly. I'm saving > \$16,000 for every 100k miles I drive"
-Todd F. - Houston, TX

"The Switchblade Turbo extended our oil change intervals from 109 hours to >200 hours—no questions asked. The black smoke on all of my rigs has reduced immensely, and the improved fuel mileage is the cherry on top. The Switchblade pulls everything I have down the road."
-Jeff Anderson, Anderson Construction, Blackfoot, ID - "JPayDirt" on YouTube

"I purchased a Switchblade Turbo for my B Model CAT and it performs every bit as good as Jim described. Overall better engine response & performance, 150-200 cooler EGT's, and fuel mileage increase from 5.3 MPG to 6.4 MPG pulling an average gross weight of 120,000lbs."

"I would recommend the Switchblade to anyone looking for better engine performance and improved fuel efficiency."
-Ian Manger, White Sulphur Springs, MT



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