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"THE JOURNAL OF THE TRUCKING INDUSTRY"

2022 Carlisle Truck Nationals Breaks Record



Derrick Hobbs' 2005 Kenworth W900L won the Movin' Out Choice Award at the 2022 Carlisle Truck Nationals. See more photos and story on Pages 14 & 15. - photo by Pam Pollock-

D.L. George & Sons – Truck Guys In The Trucking Business



By Steve Pollock

WAYNESBORO, PA.... From the time he was a little boy, all David Lee George (DL) wanted to do was drive a truck. So, when he was 18 years old, he bought a 1946 Chevy pick-up flatbed and began hauling coal to people's homes. Since it wasn't a tilt bed, the coal and occasionally load of gravel had to be unloaded by hand. DL said, "It was all work and no money, but I was driving a truck. It had West Coast mirrors and mudflaps, so I felt like a real trucker!"

DL got a job on a construction site as an engineer and shortly thereafter bought a 1955 Minneapolis Moline backhoe, which the family was able to buy back in recent years. DL recalls, "In 1963 we incorporated, and it was a proud day for me when I added the "and Sons" to the door."

It was while working at a construction site that the opportunity to start hauling roofing granules presented itself. There were 4 loads per week to be hauled to a local shingle plant, so DL went out

and bought a 1972 Autocar to haul those 4 loads. Today DL George & Sons still load at the same quarry, except they now run 100-130 loads every day, 7 days a week.

D.L. George & Sons Transportation officially entered the trucking business in 1978. Initially the company maintained their roofing granules account while devoting much effort servicing the Corning Glassware Company, makes of pots, pans, dishes, and plates. D.L. George & Sons was rec- continued on page 16

Standard Logistics – Employee Driven – Customer Focused



By Steve Pollock

DALLAS, TX.... 2022 has been a year of breakout growth for Standard Logistics. After doubling their customer base in just a year, Standard Logistics just keeps on growing, and in particular, in the Southeast United States. That being said, the company plans to continue to expand their fleet

of trucks and 320 drivers aggressively to serve their expanding revenue. This has created many high paying truck driving jobs within the company. President Volker Bargenda stated, "Our growth over the past year has proven not only that our logistics and transportation services are in high demand, but also that

our focus on our drivers and company culture are what set us apart. Our people are our greatest asset, and our future success will be fueled by the power of our united, centralized fleet as we continue to invest in our capabilities as a full-scale logistics provider." Standard Logistics is hir- continued on page 23

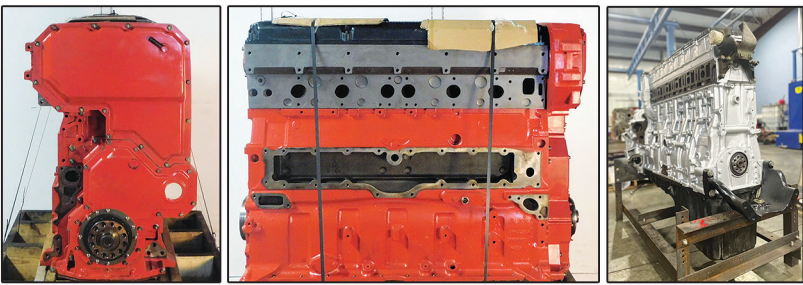


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NATSO Statement On State Association Calls For U.S. Dot To Flexibly Administer EV Charging Mileage Requirement

Alexandria, VA... NATSO, representing truckstops and travel plazas, issued the following statement on the letter sent from state fuel and convenience associations to the Western Governors Association regarding the need for U.S. DOT to flexibly administer its EV charging mileage requirement. The statement can be attributed to NATSO's Vice President of Public Affairs Tiffany Wlazlowski Neuman:

"Travel plazas and fuel retailers applaud state fuel and convenience associations for urging U.S. DOT to flexibly administer the requirement that states locate electric vehicle charging stations every 50 miles along designated corridors. Many states, especially in rural America, will need that flexibility to deploy EV charging stations in partnership with the private sector under the National Electric Vehicle Infrastructure (NEVI) Formula

Program.

The 50-mile restriction is not a statutory requirement. Not all stretches of the Interstate have gas stations every 50 miles, yet drivers are infrequently concerned that they will run out of fuel in the middle of the highway. Rather than forcing states to meet an arbitrary 50-mile requirement where it isn't feasible, U.S. DOT should ensure that states can administer the program in accordance with their specific needs, working with the private sector as required by law.

The federal government should reconsider any hurdles that distort the market for EV charging and limit a state's ability to partner with the private sector. When rural states are forced to identify sites for charging stations every 50 miles, it could dissuade them from working with off-highway businesses to foster a competitive market for EV charging

services, and prompt them to consider installing EV charging in rest areas. Congress expressly chose to preclude this option because it would hinder the development of an EV charging market for the long term.

EV drivers want access to a safe, reliable refueling experience like they enjoy today with gasoline powered vehicles. The best way to accelerate the adoption of electric vehicles and limit range anxiety for electric vehicles users is to foster a dynamic, competitive marketplace for EV fueling at the thousands of travel centers, gas stations, convenience stores, restaurants, and hotels located near an Interstate. This would ensure that electric vehicle charging stations are available to the public like traditional refueling."

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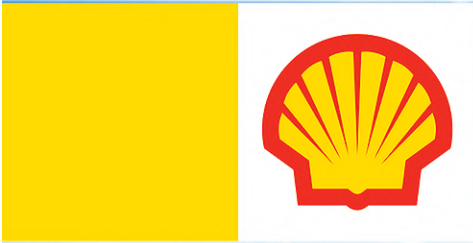
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OFF THE BEATEN PATH

BY PAM POLLOCK



What Not To Wear...

I was a little indecisive about what I should title this month's column as I had several options swirling about in my head: I Shipped My Pants was the strangest one and really didn't fit the topic, but it gave me fits of giggles as I recalled that hilarious Kmart commercial from a few years ago. Then I came up with Who Wore It Better and it was a really good one, but I realized that my spouse did indeed wear it better, so I tossed that one aside as well. I finally settled on What Not To Wear, so come along for the ride of a day in the life of Pam and Steve...

Now I need to add a little backstory to my tale - my spouse and I will be celebrating 40 years of marriage in December. I always tell my loving husband that, "What's yours is mine and what's mine is ... mine." He's never been amused by my thought process. We have a daily battle over the TV remote and the shows being broadcast. At night, it's a fight to the death over the covers on the bed. He always comes up a winner on that one. I buy special "Pam Snacks" and walk out into the kitchen only to discover my chip bag has only 3 tiny pieces left in it. Don't even get me started on my Sarris chocolate situation - I've taken to hiding my candy, but I hide it so well that I forget where I put it! He purposely chooses snacks that he knows I will never eat.

When we get in one of our automobiles, there's a mad dash on my part to adjust the A/C or heat. If we are in his pick-up truck, I also immediately reach for the radio dial to change it to the Classic Vinyl station. But woe to the man if we are in MY car and he attempts to adjust the mirrors. Both of us are also territorial about the pens and pencils at the office.

Back to my tale - as most of you know, I am very big on birding. I sometimes get up before daylight and head off into the woods. Many times, the temperature is cool, and I dress in jeans or sweatpants, but it starts getting hot and humid as the day goes on. My husband is an avid outdoorsman and owns a couple of pairs of pant that you can zip off the legs to make them into shorts. I realized that I needed me some of these



pants that had cargo pockets. And all was right in the world - until 2 weeks ago when the dude is planning on going to Lake Erie to fish and he can't find his army green fishing pants. He has to wake up at 3:00 am and he discovers that he can't find his pants at 10:00 pm - we tear up the house looking for them. He accuses me of misplacing his pants, I get indignant. He goes to bed - very grumpily, I might add - and I find his missing pants in the dirty clothes hamper. I stay up and wash and dry them for him because I am a loving, caring wife. At 3:00 am I hear his alarm blaring and I groggily tell him that his nice, clean pants are in the bathroom. Five seconds later, he yells, "These are not my pants - they're yours!" I argue that they are not - I stumble into the bathroom and discover that they are indeed my pants.

For over a week, we look

for these pants to no avail. I snidely suggest to him that maybe he should take better care of his things. I continue to go on wonderful birding adventures. He sulks. And one night I am doing the laundry and I go to fold one of my pairs of birding pants - and it's the mystical, marvelous pockets galore pair and I am confused because I am wearing my mystical, marvelous pockets galore pants at that very moment... and then I realize that I took my dear, dear, dear spouse's convertible pants and I have been wearing them and keeping them with my clothes. And the night that he couldn't find HIS pants at 10:00 pm? Well, that's because I was wearing them.

I tell him that I have found his pants. IT'S A MIRACLE! He presses for more details - when did I find them? Just now, I reply. Where were they? I hedge with my answer

and then a lightbulb goes off in his head and he accusingly proclaims, "You've had them this entire time and have been wearing them!" He then asks the burning question, "How did you not notice how long they are on you? I am 10 inches taller than you!" He snatched his beloved pants out of my arms, and scurries away with his treasure. I swear I heard him whispering, "My precious" as he ran down the hallway. He's been guarding those pants like Fort Knox ever since, only allowing me to don them for the photo above and then making me give them right back to him.

It's okay, dear - no, really, I totally know what not to wear from now on. But I do have the last laugh, I ran out of my deodorant 3 days ago and I've been wearing his Ocean Surf Speed Stick. Hey, what's his is mine, right?!

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Women Of Trucking Advisory Board Will Focus On Solutions To Retain And Recruit Drivers Into The Industry

WASHINGTON, DC... The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) announced the appointment of [members](#) to the Women of Trucking Advisory Board (WOTAB) to recruit, retain, support, and ensure the safety of women commercial motor vehicle (CMV) drivers and strengthen the trucking industry as a whole.

The Women in Trucking Advisory Board includes 16 founding members, all women, with diverse backgrounds and experiences to provide balanced points of view on addressing the challenges facing women in the industry. Of these members, five are current CMV drivers and four are former CMV drivers, others are trainers, executives and authors. WOTAB's members hail from 11 states and work for small, medium, and large trucking companies and as independent owner-operators, non-profit organizations, trucking business associations, and institutions of higher education. Collectively, WOTAB members have more than 80 years of driving experience with trucks, motorcoaches, and ports and more than 275 years in trucking and other modes of transportation.

"Women are significantly underrepresented in the trucking industry, holding only 24 percent of all transportation jobs," said FMCSA Deputy Administrator Robin Hutcheson. "We anticipate many great ideas from the

advisory board that will help expand equity and safely provide access to careers in trucking for women across the industry." In March, Hutcheson discussed truck driver challenges firsthand in a [ride along with an experienced driver](#)

WOTAB will coordinate with trucking companies, nonprofit organizations, and trucking associations to support women in trucking. The Board will provide recommendations to the FMCSA Administrator and the U.S. Secretary of Transportation, as well as tackle many issues, including:

- Evaluating barriers and trends that impact women in trucking across the country and ways to support women pursuing careers in trucking

- Identifying opportunities to expand roles for women and increase the number of women in the trucking industry

- Advising on policies that provide education, training, mentorship, or outreach to women in the trucking industry

- Reviewing opportunities to enhance safety, training, mentorship, and education for women in the trucking industry.

Women of Trucking Advisory Board (WOTAB) Members

Anne Balay, Organizer, Service Employees International Union (School/Higher Education). Dr. Balay has held numerous academic positions at various prestigious universities and has

worked as an over-the-road commercial driver and car mechanic. She is the author of numerous peer-reviewed papers and two books, *Steel Closets: Voices of Gay, Lesbian, and Transgender Steelworkers* (2014) and *Semi Queer: Inside the World of Gay, Trans, and Black Truck Drivers* (2018), for which she was a finalist for the Lambda Literary LGBTQ studies category. Dr. Balay holds a PhD in English from the University of Chicago.

Jerri Banks, Chief Executive Officer, Life on the Road (LOTR) Recruiting & Transportation Services (Driver Recruitment). Mrs. Banks has 25 years of experience in the transportation industry. She spent the majority of her career in corporate aviation as a Senior Leader at Universal Weather and Aviation Inc., where she led a team of global regulatory and trip-support planning experts. For the past five years, she has served as the owner and CEO of LOTR Recruiting & Transportation Services, a third-party truck driver recruitment agency. In addition to truck driver recruitment, LOTR specializes in the proactive education surrounding a violation in the FMCSA CDL Drug and Alcohol Clearinghouse and aids drivers in receiving a second chance at trucking after completing the return-to-duty process. Mrs. Banks speaks at CDL training schools and industry events to address the

importance of the prevention of a violation in the Clearinghouse. She also serves as the Vice President of the SHE Trucking Foundation, Inc. Prior to becoming Vice President, she served in the SHE Trucking community as a mentor for women entering the transportation industry. Mrs. Banks also spends a great deal of her time volunteering with the Houston D1 Hornets youth program, teaching compassion and leadership through community service and basketball.

Elisabeth Barna, Executive Vice President, American Trucking Associations (Trucking Association). Ms. Barna has represented the trucking industry for 32 years. She has worked directly with women professional truck drivers through ATA's safety and education programs, including the America's Road Team, Share the Road, and our Workforce Heroes program. As part of the 100th anniversary of the first woman to vote, Louisa Swain, she created and managed a cross-country tour with a special decal tractor-trailer and four women professional truck drivers behind the wheel. Ms. Barna spearheads the ATA's new Women in Motion campaign, which focuses on empowering women in all trucking careers, recruiting women into the industry, and amplifying the positive aspects of joining the industry. Ms.

Barna is also a member of the Trucker Buddy executive committee and Truckers Against Trafficking Board of Directors. Ms. Barna earned her BA in Communications, Business, and Human Resources Management from Marietta College.

Joyce Sauer Brenny, Founder and President, Brenny Transportation, Inc. and Brenny Specialized, Inc. (Independent Owner/Operator). Ms. Brenny entered the trucking industry as a professional driver in the 1980s. Today, she runs two transportation companies, one of which is a Certified Women's Business Enterprise. Ms. Brenny holds numerous transportation leadership positions, including serving on the Board of Directors of the Minnesota Trucking Association, where she was its first woman trucker chair. A life member of the Owner-Operator Independent Drivers Association, Ms. Brenny is president of St. Christopher's Driver Relief and Development Fund, which helps truck drivers in need. A member of the American Trucking Association's Safety Policy Committee, she serves also on the Heavy Duty Trucking & American Transportation Research Institute's Advisory Boards. Named Most Influential Woman in Trucking by Women in Trucking (WIT); Ms. Brenny's young driver apprentice program has received two innovation

awards. Brenny Transportation was named a Best Broker by The National Association of Small Trucking Companies. Brenny Specialized, Inc. is a 5-time winner of the Great West Platinum National Safety Award and is named a Best Fleet to Drive For by the Truckload Carriers Association. Ms. Brenny holds a BA in Organizational Behavior and Human Psychology from the College of St. Scholastica.

Enjoli DeGrasse, Deputy Director, International Brotherhood of Teamsters (Labor). Ms. DeGrasse has diverse industry and safety experience. In her current position, she is a regular presenter at the Teamsters annual women's conference; a subject matter expert on safety and health; and regularly provides the Teamster perspective in written comments to OSHA, Federal Aviation Administration, and USDOT proposed rulemakings. Ms. DeGrasse holds an MPH from Tulane University, is a Certified Industrial Hygienist, and serves in a number of advisory positions, including on the National Institute for Occupational Safety and Health Board of Scientific Counselors.

Marie Druckenmiller, Director of Transportation, Amazon (Large Carrier). Ms. Druckenmiller has 24 years of experience in the transportation industry, holding a wide variety of

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ing? Some lights are based on outside temperatures of 41° and below. I'm out of Michigan, and we have a lot of days below 41°. On those many clear days, energy used is fuel used, money spent. My lights use wiper fluid.

After six years and 167 attempts, getting the fluid close enough to the light was a challenge by creating lights that allow fluid to pass onto a deflective lens built into the light while using a minimum amount of fluid. The driver chooses when to use it. When

activated, it comes on for 1 second and off for 10 minutes and repeats 6 seconds per hour. That's it! Thanks to all for checking us out. I want to get these into production, and your feedback will drive them onto the highways. Together we can finally BeeSeen.

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Thanks to Bruce Mallinson and Pete Sharp, and all the crew at Pittsburgh Power. They have saved me time

and money for many years with top-notch knowledge and parts. I've had trucks where I was ready to throw in the towel, and they kept me going when others gave up. I will always be grateful!

A check engine light that gives you power?

Check engine lights mean an issue with the engine, sensors, or after-treatment system. Sometimes these lights are just warnings, and other times they come with derates or shutdowns. We recently had a motorhome owned by Jeff Lutz's son, yes, the Jeff Lutz from the Discovery Channel show Street Outlaws. The motorhome had a Cummins 9-liter engine paired with an automatic transmission. He had concerns that the engine was vastly underperforming, and when the check engine light would come on, he would gain 8 pounds of boost. For this size engine, that is a sizeable power increase. As strange as this issue was, it was a quick diagnosis. It was also a very interesting one. What was happening was the barometric pressure sensor was reading 1.25 psi of barometric pressure. If you were to stack a Mount Everest size mountain on top of Mount Everest, then drive to the top of that mountain, that's how high the ECM thought it was. So naturally, this sensor reading made the ECM pull as much fuel as it could from the engine, which was making it run so poorly. Now, why didn't it throw the fault all the time? It has to do with the way this ECM processes faults. When the ECM sees a sensor voltage fall below a certain threshold, it will throw a fault for voltage low. Basically, a shorted wired or shorted sensor. In this case, the voltage from this sensor was just barely above this threshold. In the case of a sensor short, the ECM still has to perform its duty of running the engine. In the case of a barometric pressure sensor short, the ECM uses a default value. Meaning the ECM will use a pre-defined altitude to calculate fueling, timing, etc. Usually, this is a safe number and usually will derate the truck. The default barometric pressure value for the motorhome was higher than the reading from the sensor, thus giving the engine more fuel!



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Instead of the ECM thinking it was on its way to the moon, the default value made the ECM think the truck was in north-central Colorado, driving across the Loveland Pass. This is still very high, but the way the ECM was set means the engine would have 20-30% more fuel crossing Loveland Pass than would driving in space. Thus, a check engine light that gives you more power.

Guess who's back for winter

Max Mileage has now been in production for over five years and in that time, we have built network of 174 dealers, and tired our best to meet the demands of our customers. Starting with the one-gallon bottles, decreasing the size to our half gallons for the drivers that can't use it as much, and then doing a 180 with the five-gallon pails for the true believers. Recently we have been asked if the 16oz bottles will ever be made available for the light duty field, or those just curious about the product. The answer to that is now a resounding, yes. A two pack of the 16oz bottles is now

available on our website and we hope that more curious customers will put this soot reducing product to the test.

In preparation for the winter, we would also like to announce that the Max Mileage FBC WINTERIZED blend will be back on the shelves late this September and will continue to be sold through till spring at the price of \$155 a gallon. For more information, please call into the shop at 724-360-4080 or visit the website. Unfortunately, due to the limited run of the WINTERIZED blend it will not be made available via our subscription plan.

More information will be made available as the weeks go on and we will be giving regular updates on our social media as well as the POWER HOUR with KEVIN RUTHERFORD every Tuesday at 11am EST. Be sure to visit the Let's Truck app so as not to miss out.

Written by: Tom Chupp, Leroy Pershing, Jordan Greathouse; Pittsburgh Power Inc., 3600 S. Noah Drive, Saxonburg, PA, 16056 Phone (724) 360-4080 Email: Jordan@Pittsburghpower.com

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Women of Trucking Advisory Board (WOTAB) Members

continued from page 5

positions in over-the-road operations, logistics, under-the-roof operations, USDOT regulations, and safe driving certifications. At Amazon, Ms. Druckenmiller has championed the Women in Transportation affinity charter for the last 5 years, sponsoring a female-focused initiative to send Amazon Associates to CDL training. She is a board member of the Women in Trucking Association and holds a BS in Kinesiology from California State University, San Bernardino. Ms. Druckenmiller is involved in a variety of charities including the Susan G. Komen Breast Cancer Foundation, the Special Olympics, and the Ronald McDonald Houses of Loma Linda, CA, and Pittsburgh, PA.

Erin Ducharme, CFO, H&L Bloom/Bloom's Bus Lines (Motorcoach). Ms. Ducharme became CFO of H&L Bloom, a third-generation family-owned motorcoach and school bus company, in 2021, where she oversees its customer service, marketing, and tour divisions. She previously served as Director of Accounting and Finance and has been with Bloom since 2007. Ms. Ducharme chairs the American Bus Association (ABA) Women in Buses Council and serves on the Diversity, Equity, and Inclusion Committee, Marketplace Advisory Committee, and chairs the Education Committee. As chair of the Women

in Buses Council, she leads the Driving Force Taskforce. Ms. Ducharme earned her MBA in Accounting from the University of Massachusetts and her BA from Assumption College.

Laura Duryea, Manager of Recruiting, Retention, and Driver Development, Boyle Transportation (Medium Carrier). Ms. Duryea has been in the Transportation industry for 29 years, with more than 25 years of professional driving experience. Additionally, she has held positions as a delivery driver, dispatcher, supervisor, Smith System Trainer, and training programs creator. For almost four years, she has been a manager of recruiting and retention. She is a member of Women in Trucking, serving on its Content Advisory Council, and on its Experience and Membership Committees. Ms. Duryea holds a BFA in Viola Performance from Carnegie Mellon University and is involved with the First City Pride Center on the Events Committee and as a youth group volunteer.

Marquita Jones, Autonomous Vehicle Operations Test Driver, TuSimple (Female Driver). Ms. Jones has 14 years of experience driving both commercial trucks and buses. At J.B. Hunt, Ms. Jones operated a 15-ton truck, with a focus on intermodal freight. Prior to this position, she worked for the Chicago

Transit Authority, where she operated both trucks and buses and conducted chartered trips and sightseeing tours. Ms. Jones is currently an Autonomous Vehicle Operator, with a focus on safety and data collections. Ms. Jones regularly mentors and supports women looking to enter the commercial motor carrier industry.

Kellylynn McLaughlin, Professional Driver, Prime Transport LTD. (Female Driver). Ms. McLaughlin is a professional commercial motor-vehicle (CMV) driver with experience in specialized equine transport, over-the-road (OTR) dry van, and driver training. She previously drove and trained drivers for Schneider National and served as the first Driver Ambassador for Women in Trucking Association, who named her Influential Woman of the Year finalist in 2019. She has served on a number of industry committees, and among other positions is a member of FMCSA's Motor Carrier Safety Advisory Committee Driver Subcommittee. Ms. McLaughlin has appeared as a guest on a number of radio, podcast and news articles focusing on trucking industry.

Dianne McNair-Smith, CEO, 3 Girls Trucking Academy (School/Higher Education). Ms. McNair-Smith has over 30 years of experience in the trucking industry as both

a driver and CDL instructor. Following her passion for providing opportunities to people looking to better themselves, she aims to change one life one mile at a time through mentoring incarcerated women and victims of domestic violence. She opened her own trucking school, 3 Girls Trucking Academy, in 2020. 3 Girls Trucking Academy is the only trucking school in Magee, MS, and one of the only African American woman-owned trucking schools in the state of Mississippi. Ms. McNair-Smith also owns her own trucking company and has given over fifty scholarships to individuals throughout the state of Mississippi.

Sharae Moore, Founder/President, SHE Trucking Foundation (Trucking Association). A professional truck driver and founder and president of the SHE Trucking Foundation, a 501(c)(3) non-profit organization, Ms. Moore has been driving since 2014. She leads a Facebook community of more than 30,000 professional minority women in the transportation industry. CNN selected Ms. Moore as a Champion for Change. Additionally, she was chosen as a Legend Driver by National Truckin' magazine and received the Trucking Industry Trailblazer Award for Diversity and Inclusion. Ms. Moore authored Building a Legacy: How I Create a Life-Changing Legacy in the Trucking Industry. She advocates for bringing more women and minorities into the transportation industry.

O'Sheauna Parker (Female Driver). Ms. Parker has five years' experience and over one million miles on the road as a CDL driver. She began her career in Springfield, Illinois, and is now based in California and drives for Haul. Ms. Parker has gained work experience in port, less-than-truckload, full truckload, over-the-road and with the U.S. Postal Service. Ms. Parker has applied to be a CDL trainer and is training to become a pilot.

Emily Plummer, Professional Driver, Prime Inc. (Female Driver). Ms. Plummer has 23 years of experience driving for Prime, where she

also trains drivers new to the industry. She currently serves as a team driver with her husband across the lower 48 states. Aside from a Class A CDL, Ms. Plummer also holds Tanker and Hazmat endorsements, and has served on the Prime Inc. Driver Advisory Board.

Soledad Munoz Smith, Munoz Trucking (Small Carrier). Ms. Smith has more than 10 years of experience in the transportation and logistics industries. For the past three years, she has held the position of Vice President of Operations at Munoz Trucking Inc., a minority family-owned business in El Paso, Texas. Her current responsibilities include overseeing the management team responsible for four departments, including safety, dispatch, maintenance, and payroll. Ms. Smith also serves as Director on the board of Directors for the captive insurance policy for Cottingham & Butler. She earned a

BS in Clothing, Textiles, & Fashion Merchandising with a minor in Business Administration from New Mexico State University.

Nicole Ward, Co-owner, African American Women in Trucking Association (Non-Profit). Ms. Ward co-founded Capital Freight, LLC, a trucking and logistics company, with her mother in 2021. She had 18 years of experience in the insurance industry before transitioning into transportation. Two years ago, she began developing procedures and policies for her own company that have been useful within the trucking industry. In 2022, Ms. Ward founded the African American Women in Trucking Association (AAWTA), a 501(c)(3) non-profit organization. She holds an associate degree in Business from Valencia College and a BA in Business Management from the University of Phoenix.



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Boss Truck Shop Opens At Truck World



The new Boss Truck Shop at 7051 Truck World Blvd. in the Truck World Complex, I-80 Exit 234 in Hubbard, Ohio.



The Boss Truck Shop team is ready to serve you! Pictured left to right: Front Row: Tony, Austin, Samantha. Back Row: Zack, Bobby, Morgan, and Wes.

By Steve Pollock

HUBBARD, OH.... Boss Truck Shop has opened in the Truck World complex at I-80, Exit 234 in Hubbard, Ohio. The shop is located at 7051 Truck World Blvd. across from

the Blue Beacon Truck Wash. Currently the hours are Monday-Friday 8 am – 5 pm with plans to expand once additional technicians are hired.

Boss Truck Shop Hubbard, Ohio has 4 trained and expe-

rience technicians on duty and offers mobile road service. The company has lube, tire, brake, and repair services for semi-trucks. They offer national accounts on all major brands of tires – new, used, or

recaps. All of your favorite oils are available, including Rotella, Delvac, and Delo, conventional, semi-synthetic, and full synthetic.

Light repairs are performed and include lighting, electrical,

turbos, and water pumps. They can repair or replace anything that bolts to your engine.

Give Boss Truck Shop a call if they can be of service to you – 330-222-3020. They are just a couple of miles west

of the PA/Ohio state line, I-80 Exit 234.

Boss Truck Shop operates 48 locations nationwide.

New TravelCenters of America Survey Finds that Trucking Fleets Plan to Invest in EV and Hydrogen Vehicles to Meet Decarbonization Goals

WESTLAKE, OH... Leaders of the largest U.S. trucking fleets are moving forward with planning and investment in fleets powered by sustainable fuels, according to a new survey released today by TravelCenters of America Inc. (Nasdaq: TA). Fleet companies have begun making investments in electric and hydrogen powered vehicles and expect to continue to do so in the next few years.

The survey was released as part of a new white paper from eTA, TA's sustainability business unit, called "Sustainable Fuels in Trucking: The Greening of America's Trucking Industry." View the white paper here: <https://tatransformation.com/alternative-energy-sustainability/>

"This white paper, the first in a series about the trucking industry's transition to sustainable fuels and TA's role in that process, identifies the key challenges the industry is facing and the support it will need from federal and state governments to be successful," said Jon Pertchik, Chief Executive Officer of TravelCenters of America. "One of the key findings is that many companies are hesitant to fully commit to alternative energy vehicles until the technology and infrastructure have matured enough for them to maintain efficient operations during the transition period and beyond. With the current range of EV and hydrogen-powered heavy-duty trucks, fleet leaders want to see a substantial number of available fast-charging and/

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or refueling stations before making larger investments in new vehicles. TA plans to be a leader in providing EV charging stations and hydrogen refueling for trucks at its over 275 travel centers as the industry adopts these sustainable fuels."

Other key survey findings include:

* One in five companies responding to the survey already have some electric vehicles in their fleet.

* About half expect to have electric vehicles in their fleet by 2030.

* Most responding companies anticipate that EV trucks will make up 11%-25% of their fleet by 2030.

* Only 5% of fleets responding have hydrogen vehicles in their fleets today, but this number will likely increase to nearly 25% of fleets by 2030.

* 9% of responding fleets currently have CNG (compressed natural gas) vehicles, with very few anticipating they will make up a larger percentage of their fleets by 2030.

* Very few responding companies seem interested in vehicles powered by RNG (renewable natural gas) or LNG (liquefied natural gas).

Trucking fleet leaders also look to TA to take a leading role in providing sustainable fuels so they can plan their own investments around TA locations that will provide alternative energy resources in the future.

For more information, visit www.ta-petro.com.

All In The Family - The Littlefield Brothers



Terry and Fritz Littlefield.



Brothers Fritz (pictured top left) and Terry Littlefield (pictured bottom left) share more than a last name and a bloodline. The brothers are both leased to CRST and also drive patriotic trucks.

We caught up with the brothers at the Walcott Truckers Jamboree this past July. Fritz and Terry were parked side by side in the parking lot and were both participating in the Super Truck Beauty Contest at the truck show.

- photos by Dan Pollock -





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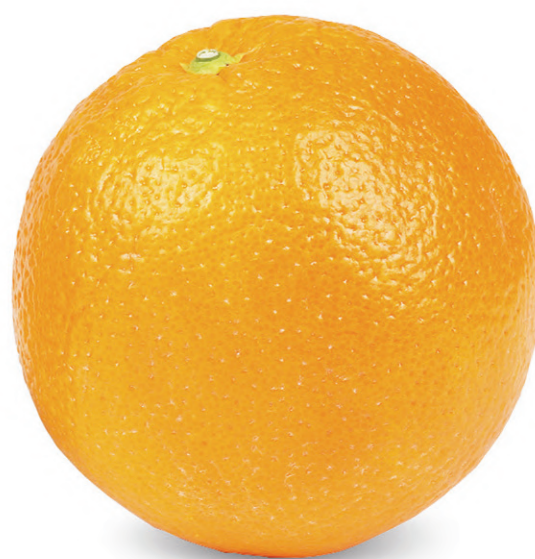
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Hunter Truck Introduces First Peterbilt 579EV Electric Trucks to the Northeast



Left to Right: Paul Fehn of Hunter Truck, Dan Boyd of Current Trucking, and Giuseppe Perniciaro of Current Trucking standing in front of their new Peterbilt 579 EV.



Hunter Truck is pleased to introduce the first two Peterbilt 579EV Class 8 electric trucks to the Northeastern United States.

"We are proud to partner with Peterbilt and introduce these battery electric trucks to the area," Hunter Truck President Jeffery Hunter said. "This is a milestone for Hunter Truck, Peterbilt, and zero emissions technology. We look forward to sharing the benefits of these vehicles with our customers, our communities, and the environment."

Part of Peterbilt's newest line of alternative powertrains, the 579EV boasts zero emissions, high-performance, efficient operation, and lower overall maintenance.

The Peterbilt 579EV is outfitted with a battery-electric drive system that uses the energy stored in large packs of thermally managed lithium iron phosphate batteries to meet propulsion and other power requirements. It features a 400 kilowatt-hour battery, 150 mile range, Mertitor eAxle powertrain and much more.

Hunter Truck recorded a full walk-around video of this truck, view it below:

<https://www.youtube.com/watch?v=Pq7Xf7AQbt8>

These two zero-emissions Peterbilt's were purchased by Current Trucking, a green

energy focused and environmentally conscious organization. Learn more about Current's mission on their website.

Current has an extensive background in clean energy, and a notable presence in utility scale wind farm construction. These two new Peterbilt 579EVs will support their expansion into electric heavy commercial hauling solutions for leasing and rental applications.

"The team at Current Trucking has an exciting vision for the future of the transportation industry. Hunter Truck and Peterbilt's partnership helped make that vision a reality. Together, we were able to provide resources and support to ensure a smooth sales process for Current. I am excited about the future", said Paul Fehn, truck sales professional at Hunter Truck - Clarksburg who facilitated the order.

The purchase of these two Peterbilt 579EVs is supported with \$300,000 through the New York Truck Voucher Incentive Program (NYTVIP), administered by the New York State Energy Research and Development Authority (NYSERDA) and their support of clean trucking technology.

Doreen M. Harris President and CEO of NYSERDA said, "NYSERDA is

proud to support Current's purchase of these two new all-electric trucks, through Hunter Truck, offering the Northeast a new green option for heavy duty transport. These zero-emission trucks will lower pollution from transportation emissions as they travel throughout the region, improving air quality and helping communities become cleaner and healthier places to live, work, and do business."

NYSERDA administers the NYTVIP in partnership with the New York State Department of Transportation and the New York State Department of Environmental Conservation. The \$58.3 million NYTVIP program, makes it easier for municipal fleets to adopt clean vehicle technologies while removing the oldest, dirtiest diesel engines from New York roads. It is funded by \$48.3 million from the state's federal allocation from the Volkswagen settlement, and approximately \$10 million in federal funds allocated to the New York State Department of Transportation. Learn more about NYSERDA's mission on their website.

Check out Peterbilt's video covering the full details of the new 579EV:

<https://www.youtube.com/watch?v=5mFAYZ-3OVM>



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Drivewyze and Konexial Partner to Bring Weigh Station Bypass and In-Cab Safety Alerts to My20 ELD Customers

DALLAS, TX... Drivewyze Inc., the leader in connected truck services, has announced a new partnership with Konexial. Drivewyze PreClear weigh station bypass, along with Drivewyze Safety+ can now both be activated on Konexial's My20 ELD.

"Konexial continues to expand and provide its customer base with the tools they need to improve productivity," said Frances Kilgour, Drivewyze vice president of business development & channel management. "We're excited to partner with them - our weigh station bypass service will save My20 customers valuable time by bypassing weigh stations up to 95% depending upon their safety scores. What's more, Konexial customers can activate Drivewyze Safety+, which provides real-time weather alerts, as well as in-cab safety alerts for upcoming dangerous curves, low bridges, and high speeding citation areas. In addition,

it provides hot zone alerts for areas that have a high frequency of cargo theft. Our back-office tools also allow fleets to create their own customized driver alerts, plus our safety analytics allow fleets to monitor driver behavior and help in driver coaching."

Since no transponders are required, activation of Drivewyze PreClear on the Konexial platform can be done in minutes. Drivewyze transmits safety scores, registration, and tax compliance information to the weigh station, which then calculates the information

against the bypass criteria established by its state or province. If the carrier and vehicle pass the criteria, at one mile out, the driver receives permission to bypass the site. The better the fleet's safety score, the more bypasses typically granted. Through Drivewyze PreClear, Konexial customers have the ability to receive bypass opportunities at 840 locations in 45 states and provinces.

To learn more about Drivewyze, visit <https://drivewyze.com/>.

For more information about Konexial, visit www.konexial.com.



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- All photos by
Courtney Pettigrew

Pride In His Ride!



Brian Schwind of Schwind Trucking in Wisconsin sent us these photos of his 1983 Mack Cruiseline. Brian said that he did the complete build starting in May of 2019 and finished on July 31, 2022.

This beauty has a 350 2 valve engine, 10 speed Eaton Trans, Mack rear end, 230-inch wheel base, and an air ride cab. Paint was by SRJJ Heavy Truck/Auto Body and the underside by Jeff Schwind. The lettering and pinstriping was done by Barber Graphix and the Bright work was completed by Vintage Vehicles.

Great job, Brian!



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Record Setting Events Are Becoming ... A Broken Record At Carlisle Nationals In 2022



Merrell ,NHH Services LLC, 2000 Peterbilt 379; 2nd.Gene Ingraham,1982 GMC Brigadier; 3rd.Josh Riccio, Papon & Mofer, 2017 Peterbilt 389

Tractor Trailer Combo 2014 & Prior : 1st.Kendall Gribble Mixed Opinions ,2012 Peterbilt 389; 2nd.Jason Sanders, J & A Trucking, 1994 Kenworth W900L; 3rd.Joan Hobbs J & J Motoring Inc, 2005 Kenworth W900L

Tractor Trailer Combo 2015 To Present : 1st.Kevin Hunter ,2018 Kenworth W900L; 2nd.Cody Warner ,Bill Warner & Son Towing , 2022 Peterbilt 389; 3rd.Kevin Hunter ,2018 Kenworth

Antique: 1st.Walker & Sons ,1973 Peterbilt 359; 2nd. Ben Kline, 1959 Dodge D700; 3rd.Aaron Norris, AND Trucking, 1973 Diamond

Car Carrier : 1st.Paul Richards, RW Haulers , 2022 Peterbilt 389

Best Of Show: Kendall Gribble - 2012 Peterbilt 389
Best Interior: Chad Walker - 1985 Peterbilt 359 Extended Hood

Best Custom Chrome:Joan Hobbs - 2005 Kenworth W900L

Best Graphics: Mechanics Plus Towing & Transport - 2021 Mack Granite

Best Truck Name: Ashley Rice - 2006 Peterbilt 375

Best Sleeper: Jason Sanders - 1994 Kenworth W900L

Best Paint: Cody Warner - 2022 Peterbilt 389

Best Lights: Kendall Gribble - 2012 Peterbilt 389

Movin' Out's Choice: Joan Hobbs - 2005 Kenworth W900

Bill Miller's Choice: Paul Richards - 2022 Peterbilt 389

Large Car Magazine's Choice: Scott Diller - 2015 Kenworth W900L

Best Fleet: 1st: Hunter Contracting; 2nd: Hyman Equipment Company

Largest Fleet Challenge: H.J. Towing

Cooldest Convoy: H.J. Towing

Large Roll Back: 1st.Kevin Hunter ,2022 Peterbilt 567; 2nd.Bill Warner Jr,Bill Warner Jr Trucking, 2007 Peterbilt 379; 3rd.: Jacob Richcreek, H J Towing & Recovery

Small & Medium Wrecker: 1st.Jacob Richcreek,H J Towing & Recovery, 1941 Chevrolet C3100; 2nd.Pellas Towing & Recovery 2018 Ram 5500; 3rd.Jacob Richcreek HJ Towing & Recovery 2020 International

Large Wrecker : 1st.Pellas Towing & Recovery, 2018 Peterbilt 567; 2nd.Mechanics Plus Towing & Tra, 2021 Mack Granite; 3rd.Jacob Richcreek, HJ Towing & Recovery ,2017 Peterbilt 389

Construction & Service Truck: 1st.James Lester,Jesco Inc ,2015 Kenworth T370; 2nd.Robert Jett Liebherr, 2016 Kenworth T-270; 3rd.Tucker Hyman, 2018 Ford F350

Specialty Truck : 1st.Jesse



Carlisle, PA ... The Carlisle Truck Nationals presented by A&A Auto Stores has been taking place at the Carlisle PA Fairgrounds since 1991. During that time, participation has fluctuated, with the occasional new Showfield record being set. What's occurred for this event spanning the last ten years and more so the last two, has been nothing short of amazing. Dating back to 2013, this gathering of all things truck has more than doubled and in 2022 (August 5-7), a new Showfield record was set with 2,595 registered rides, including a new record of 213 big rigs as part of the Big Rig Show and Shine. This is the second consecutive year a truck Showfield record was set and overall, the event has seen a nearly 900 truck increase since 2019.

In addition, the Monster Truck showcase with Diehl Wilson and his crew packed the grandstands for multiple shows between Friday and

Sunday. Wilson, known for his time piloting the Virginia Giant, served as host to rides with his truck, plus emcee as Full Boar and Bad News Travels Fast soared through the air and crushed cars. On the Big Rig side of things, not only were the trucks on display, but companies were onsite hiring and looking to fill out staffing needs. Jobs didn't just involve driving or having a CDL. Companies like Lily, NAPA Transportation, S&H Express, New Enterprise Stone & Lime Company, Inc., NHH Services, Inc., FIT Transportation, and UPS were onsite also looking to hire dock workers and other staff for their warehouses.

Rigs also served as the backdrop and soundtrack for Saturday's Carlisle after dark showcase. This evening celebration included a drop and drag contest by the low trucks, a laughter and fun filled party with the Vanners, and the Big Rig glow show. The glow show allows guests

a chance to check out the cool light displays, interiors, and sounds of the rides that help move America.

While the Carlisle Truck Nationals have concluded for 2022, many owners and guests are making plans for 2023. This includes vendors who saw much success within the automotive flea market and show truck owners who were part of the record setting Showfield. Planning is already underway for the 2023 show, so save the date. The Carlisle Truck Nationals presented by A&A Auto Stores returns to Carlisle August 4-6!

2022 Carlisle Truck Nationals Big Rig Winners

Conventional Cab Over Tractor-Sleeper: 1st.James Brown, Jones Motor Co, 2007 International; 2nd.Rolan Nolt, 1983 Freightliner FLC20; 3rd. Chet Ciaglo, Pine Oaks Trucking, 1984 International 1656

Conventional Cab Over

Tractor-Day Cab: 1st -Walter Agens Agens, Stone Inc, 2015 Peterbilt 389; 2nd.Randy Whisler, 2018 International Lonestar; 3rd.Gerald Hart, 1998 Peterbilt 378

Dump Truck - Triple Axle & Up: 1st.Joan Hobbs, J&J Motoring Inc, 2021 Peterbilt 389; 2nd.Kyle Visoky, Pinhead Leasing Corp, 2007 Peterbilt 379; 3rd.Jim Hobbs, Hobbs Trucking Inc, 2022 Peterbilt 389

Dump Truck - Single Axle & Up: 1st.Jason Gill, 2018 Peterbilt 389; 2nd.Colby Burman, Bauran Bros Concrete, 2003 Peterbilt 330; 3rd.Charles Brake, Charles E. Brake Transport, 2008 Ford F750

Small & Medium Roll Back: 1st.Pellas Towing & Recovery ,2022 Peterbilt 337; 2nd.Jerry Leahy, Leahys Towing & Recovery 2022 Kenworth X280; 3rd: Jacob Richcreek ,H J Towing & Recovery, 2016 International 4300



Respect... When the bandstand played the National Anthem at the 2022 Carlisle Truck Nationals, attendees stopped dead in their tracks, removed their hats and paid respect to the American Flag and the National Anthem.

- All Photos by Pam Pollock -



2020 CARLISLE TRUCK NATIONALS CALISLE, PENNSYLVANIA



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continued from page 1

recognized as Corning Glassware's 1989 "Small Carrier of the Year." When Corning switched to a logistics provider in the early 1990s, that part of the business declined. But as DL stated, "We don't give up easily. We have struggled but have always been fortunate."

In the late 1990s, the roofing granule quarry decided to discontinue their rail service and give all of their business to D.L. George & Sons. In 2009 DL George bought a local tool company in Waynesboro, Pennsylvania, housed in a very large building. Located just 6 miles away, the Manitowoc Crane Company needed a place to warehouse steel plate and also a company to haul it for them. That is how D.L. George & Sons got into the warehousing and flatbed business. They have also maintained their construction business, diversifying it to include general site work, rugged site construction, and utility construction. DL told us, "We dig tunnels."

Today D.L. George & Sons operates 3 distinct businesses: construction, transportation, and manufacturing. They offer custom fabricating and machining as well as industrial powder coatings in their 250,000 square foot manufacturing plant. All of the George family is involved in the business, including daughter Jessica, sons Travis and John, and John's wife Steph and daughter Danielle. DL's son Trevor also worked at the company before a battle with cancer took his young life about a year ago.



The George family's goal has never been to be the biggest trucking company, just to be the best at what they do.

At the age of 81, DL still comes to work every day and still does what he loves – driving truck. Although the family does try to remind him to slow down a bit.

Between the 3 companies, D.L. George & Sons employs 270 people. There are over 70 road tractors in the fleet; 389 Peterbilts and W900 Kenworths, with a few 359s mixed in. John George said, "We love our old 359s."

D.L. George & Sons operates dry bulk trailers, stretch trailers, flatbeds, stepdeck, double drops, and even a few dry vans. Hauling roofing granules is by far the largest part of the business with 125 gravity-fed dry bulk trailers. These loads are all local, originating near Waynesboro, Pennsylvania and going to nearby shingle plants.

The flatbed operation has been expanding at D.L. George & Sons, loads originate at the company's warehouse in Waynesboro or at steel plants. There are a lot of dedicated routes, along with OTR loads to all points. Drivers need to be located near one of the regular lanes

in Pennsylvania, Ohio, or Indiana. There are also some opportunities for van drivers and stepdeck/double drop operators.

John George said, "We have a fit in our fleet for just about everything a driver wants in home time – home every night, a scheduled work week, or OTR dedicated or irregular routes. There is no slip seating on local runs."

Drivers at D.L. George & Sons Transportation earn between 70K-120K per year and enjoy a full benefit package that includes company paid medical, dental, vision, life, and short-term disability. There is also a 401K with company match. Paid vacations and holidays are offered along with a driver referral bonus. And yes, they really do know all of their drivers names and handles.

In conclusion, John George stated, "We have always been loyal to the people who have helped us over the years, including our employees and drivers. Our name is on the door and that means something to us. We are looking for drivers who love driving a truck. If you would like to come to work for us, call 717-765-4700, ext. 215 and let's talk."

Latest Trucking Industry News

ATA Statement on Reported Rail Labor Deal

Washington, DC... On September 15th, American Trucking Associations President and CEO Chris Spear congratulated the nation's freight railroads and their unions on reaching a deal and averting a potentially economically catastrophic strike.

"Our supply chain is entirely interdependent, making the potential for a nationwide rail stoppage a serious threat to our nation's economic and national security," Spear said. "We applaud both sides for reaching a tentative agreement One week prior, Spear had sent a letter to Capitol Hill warning of the risks of a nationwide rail strike.

ATA Truck Tonnage Index Decreased 1.1% in July Index - 5.1% Above July 2021

Washington — American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index fell 1.1% in July after rising 0.5% in June. In July, the index equaled 116.2 (2015=100) versus 117.5 in June.

"Tonnage declined sequentially in July for only the second time during the last twelve months. Despite the dip from June, tonnage remains at elevated levels and increased significantly from a year earlier," said ATA Chief Economist Bob Costello. "While tonnage is much stronger than a year ago, the monthly gains have moderated as the year has gone on. The combination of softer consumption of goods, home construction falling and slower manufacturing activity are the main reasons."

June's increase was revised down from our July 19 press release.

Compared with July 2021, the SA index increased 5.1%, which was the eleventh straight year-over-year gain. In June, the index was up 5.6% from a year earlier. Year-to-date, compared with the same period in 2021, tonnage was up 3.4%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by fleets before any seasonal adjustment, equaled 115.5 in July, 5.2% below the June level (121.9). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

CTA Warns Feds: This is Not the Time for Adding Stress to Supply Chain

TORONTO, CANADA... The Canadian Trucking Alliance (CTA) is again calling for the Government of Canada to delay implementation of an incoming measure which will further aggravate besieged supply chains, exacerbate driver shortages and continue to push inflation higher, said CTA President Stephen Laskowski.

In December 2021, the Government of Canada introduced Bill C-3. Hurriedly passed earlier this year, the Bill would provide all workers in federally regulated sectors with 10-paid sick days. At the time, the justification for the measure was to reflect the government's policy regarding 10-day quarantine/isolation periods resulting from COVID-19. However, since then, the government's own position on general quarantine timeframes has changed as the spread and severity of COVID has slowed, rendering the justification moot. The policy is also out of step with sectoral trends which show most workers take less than five sick days per year.

The CTA supports

modernizing labour standards and protecting workers, though it urges the government to proceed with a more balanced and less hasty approach, reflecting the current state of the Canadian economy and its supply chains.

"As CTA has repeatedly communicated to the Government of Canada, this plan could effectively equate to 300,000 trucks being shut down for an additional 10-days each, on an unplanned basis next year," said Laskowski. "The impact this could have on just-in-time shipping, overall capacity, seasonal availability, and service reliability for customers and Canadians is expected to be severe."

CTA is again calling for the Government of Canada to delay the implementation of Bill C-3 by one year, and to consider a phased-in approach with five days being introduced in the first year and an additional five days in the second. This approach would balance the need to support workers while also considering the undisputedly fragile position of the supply

chain by allowing industry some flexibility to relieve backlogs throughout the interim.

CTA has proposed several alternate solutions, including allowing companies to employ their internal benefits packages and plans to meet the government's aims at compensating workers for sick days. CTA remains willing to work with the Government of Canada to find a workable solution.

Estimates on the impact on available capacity is expected to be a loss of 5-10 percent in 2023 – in addition to the 10-15 percent of available drivers which exited the industry in recent years because of cross-border vaccination requirements and other mandates – and on top of the natural erosion of capacity due to demographics and retirements the industry already experiences on an annual basis.

It will also have a dramatic impact on many trucking companies' bottom lines. In detailed modelling supplied to the Government of Canada by CTA, the expected loss in profit for carriers could

be anywhere between 13 percent and 57 percent, depending on how many days are used by employees.

"The main cost for trucking companies of these lost 10 days is not necessarily the salary paid to the worker; it's the truck that must sit unexpectedly for days and the logistical chaos it causes the trucking company scrambling to move it. This chain reaction and the associated consequences will also inevitably flow through to the companies relying on the delivery, be it raw materials, manufacturing inputs, or finished products destined for store shelves," said Laskowski.

Canadians are also certainly aware of the precarious position the industry is facing and how it affects them at home. Eight in 10 Canadians are reporting some level of concern that the supply chain is under too much pressure and that it is becoming more difficult to get the goods they need.

Meanwhile, CTA points out there is very little built into the new measures to deal with employee misclassification,

specifically related to Driver Inc. CTA's proposal allows the government more time to get control of the countless companies involved in the Driver Inc. scheme and the thousands of workers they have forced into the underground economy to sidestep government initiatives such as this.

"While widespread Driver Inc. related noncompliance has been recognized in our sector by ESDC, they, nor any other federal department responsible for enforcing standards related to labour and taxes, have yet to bring it under control," said Laskowski. "It seems nearly unconscionable, then, that ESDC could bring this into effect when it is widely known that one of the primary foreseen consequences will be to drive even more companies and drivers into the underground economy."

CTA is calling on the industry to get involved and is asking carriers to ensure their MPs have on-the-ground intelligence about the trucking industry, our concerns and proposed solutions. More details will be coming from CTA over the coming weeks, including support materials to help members get involved.

Roland Bolduc Crowned Grand Champion at 85th National Truck Driving Championships

Indianapolis – Roland Bolduc, a professional driver with FedEx Express, was named Bendix Grand Champion at the conclusion of the 85th National Truck Driving and Step Van Driving Championships.

Bolduc, competing in the sleeper berth, bested a field of 408 drivers with nearly 730 million combined accident-free miles to claim the coveted title of Grand Champion at this year's Super Bowl of Safety.

This is Bolduc's second Bendix Grand Championship, having won the coveted title in 2017. A resident of East Longmeadow, Massachusetts, he has more than 2.5 million safe driving miles in his more than 40-year-long career. Bolduc was named an America's Road Team Captain in 2000.

In addition, ATA crowned Tyler Tollefson, from FedEx Freight, as 2022 Rookie of the Year.

ATA also recognized the state of North Carolina with the NTDC Team Championship, placing five drivers into the finals. New York finished second in the team competition and Connecticut finished third.

In addition, Anthony Spero, a professional driver with ABF Freight System Inc., was recognized with the Neil Darmstadter Professional Excellence Award as the competitor "who most exemplifies all the best attributes of a professional truck driver."

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"As TA celebrates its 50th anniversary year, we are pleased to continue expanding our TA Truck Service network so drivers have more places they can count on while they are on the road,"

said Brian Lukavich, Divisional Vice President, Truck Service. "We are honored to serve all professional drivers and our ASE certified technicians work hard every day to deliver on our mission of returning every traveler to the road better than they came."

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Robert E. Harris, "The Circuit Rider" was the nation's last practicing circuit riding preacher until his death in 2007. His ministry took him to numerous towns throughout western North Carolina as well as rest areas along I-40. His ministry and legacy continues through the Robert E. Harris Evangelistic Association, Inc., P. O. Box 67, Asheville, NC 28802.

Wise Words Often Joined In Form Of Short Sentences

Our world has ways of grabbing our attention. Some of the things that are used are loud things. Great noises. The blast of a trumpet or the shout of some human being. Other times our attention is gained by that which is long. In other words, that which is continuously put before us. It may be short in its presentation, but in the length of time that it is placed there and frequency of times it is put before us, it finally gets the attention.

Don't ever forget this, what gets your attention gets you. So, we have to guard against what we give our attention and mind to. In the realm of the preaching of the Gospel, it is possible for a preacher to become a martyr of long and loud preaching. But sometimes the best preaching is given in one sentence, such as "God is love" or "Fear not."

Sometimes we think the longer and the louder the sermon, the better it is for us. There are times when the sermon needs to be loud and long, but for the most part, that which is spoken to us directly and briefly is the thing that sticks with us and changes us from sinners into saints.

"You must be born again", is a verse of Scripture that grips the heart and refuses to turn it loose until regeneration is the experience of the hearer.

CTA Calls for Action to Address Persistent Border Delays

TORONTO, CANADA... The Canadian Trucking Alliance (CTA) has been made aware of concerns from members across Canada regarding recurring border delays and increased border wait times, including the negative impact these delays are having on truck drivers, carrier operations and the ability to service customers at a time of chronic labour shortages and supply chains already under stress.

In its correspondence with government on this issue, the Alliance emphasized that carrier issues, broker/IT delays and peak travel periods all have significant impact on border wait times but emphasized that land ports of entry remain vital trade corridors that should be given the same priority as the actions being taken to address delays and labour challenges for air travel.

CTA also highlighted the adverse impacts that extended border delays have on cross-border truck drivers and on efficient goods movement, but also the impact that the acute driver shortage, FAST application backlogs, and the Canada-U.S. border vaccination mandate have already had on capacity and available labour in trucking.

To aid the Alliance in prioritizing and addressing delays, carriers are encouraged to complete the CTA survey by identifying the Canadian and U.S. ports of entry that have persistent issues with staffing and border delays, and the impact of these delays on drivers and

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The Beast From The East



Movin' Out Reader Bob Freed recently emailed us about The Beast From The East.. Bob stated that he had taken these photos at a service plaza on I-95 in Virginia around 1980. Bob was on his way to Myrtle Beach with his family when he saw

the rig parked near the exit. Bob stopped to snap these pics before continuing on to his destination. Bob says that he has never seen this truck again and often wonder where Mr. Daoust and his really cool Kenworth are now. Maybe he still reads

Movin' Out? (Editor's Note: We sure hope that he still reads Movin' Out!) If you know anything about Mr. Daoust and The Beast From The East, please contact us via email at movin-out@zoominternet.net and we'll pass on the info to Bob!



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A Likely Story - "Truck Driving For Dummies"

By Roger Clark

We were circling Yellowstone Park, awhile back, and my student driver was behind the wheel but ahead of his time. Stopped at a crosswalk, we were waiting for a pedestrian to reach the opposite curb.

"Hey, Mike!", I said quickly, "is that a guy, or a gal?"

"If you can't tell," my co-driver responded dryly, "it don't matter!"

A few years later, running team for the Christmas rush, we were somewhere on the Indiana Tollway when the new Highwaymaster telephone rang. And rang. And rang. But my co-driver wouldn't pick it up.

"Answer the damn phone!", I hollered from the sleeper.

"But what do I say?", Buddy hollered back, to which I replied, "TRY HELLO!"

Jimmy was a good old boy from east Texas, about 35 years old and thin as a whip, when our first trip together was also his first-time entering Canada. Stopping near Dorchester, Ontario for dinner, he insisted on paying for our supper.

"It's okay, Jim," I said, "I got this."

But he insisted, and I let him hand the cashier a twenty-dollar bill. When she handed back \$24 in Canadian currency, factoring in the exchange rate, he looked at it in total disbelief.

"What the F--- is this?", he stammered, until I could explain that Canada was their own country, with their own

rules, and their very own currency.

A few years later, I was crossing the fuel island at the West Memphis Petro, and a driver walking past me suddenly turned and growled, "What's the matter, RC? Don't you know me?"

Turning to face my antagonist, I suddenly realized it was Jimmy, fifty pounds heavier, who had never met a cheeseburger he didn't like. He apparently never met a Kenworth that didn't suit him either, because he was one of two students who eventually became million-milers. I'll take some credit for that!

Parked at the Oklahoma City T/A Truckstop one day, I watched in amazement as a driver climbed on top of the hood to clean his Peterbilt's windshield. Not only did it look dangerous, from my vantage point, it appeared to be a custom paint job on a

race car hauler. My curiosity finally got the best of me, and I walked on over to talk with him.

What I learned left me stunned. Turned out the paint scheme, which featured a Formula 1 race car on a Marlboro background, hid the fact that the trailer was a hospitality platform and lounge, not a car hauler. And the driver? Well, he wasn't really a driver, as we know them, but a bartender with a CDL who hadn't even been to a trucking school!

Two students were running team across I-40 in Arkansas....no wait, it's not a joke, honest....and they made a Gentleman's Agreement. If one had to stop while the other was sleeping, they wouldn't set the brakes. Stopping at an elevated rest area near London, the driver jumped out to take care of bidness. While inside the building,

his truck rolled down an embankment, coming to rest in a clump of trees.

One of the fuel tanks broke through the floor, drenching the sleeper, but luckily left the hapless co-driver uninjured. Meanwhile, the driver was just sauntering out the restroom door. About that time, he actually saw what happened, and immediately called dispatch to report the incident.

"Have the authorities been notified, and is anyone hurt?", the dispatcher wanted to know, to which the driver responded, "No, but my partner is walking up the hill right now, and he looks really angry!"



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Joann and Jesse Hines

If you pick up your free copy of *Movin' Out* at one of our over 1,400 locations in 50 states, you can thank the Hines family! For the past 37 years, they have been our shippers, responsible for boxing the copies of *Movin' Out* each month that are shipped out. They were also the delivery team for over 30 years for the Tri-County News, the local newspaper that Strick Pollock founded in the 1970s.

Joann and Jesse Hines celebrated their 60th Wedding Anniversary this past September 15th. They are the proud parents of 6 children, 13 grandchildren, and 8 great-grandchildren.

The Hines family been an integral part of not only *Movin' Out*, but also the Pollock family for many, many years and we are blessed to have them in our lives.

Happy Anniversary Joann and Jesse!

- photos by Pam Pollock -



Four generations of the Hines family.

ATA Stresses Importance of Hiring Veterans

As part of the American Legion's National Higher Education and Credentialing Summit, the American Trucking Associations emphasized the important role reaching out to, and easing the credentialing burden on, veterans and returning servicemembers has in addressing the industry's ongoing labor shortage.

"Trucking has tens of thousands of openings – be-

hind the wheel, on the shop floor and in the back office – and our men and women in uniform are tremendous candidates that our industry is reaching out to and trying to make the transition from the military easier for," said ATA Vice President of Workforce Policy Nick Geale.

Geale participated, along with ATA's Workforce Heroes Truck, in the American Legion's National Higher

Education and Credentialing Summit here as part of Task Force Movement – a national organization dedicated to creating pathways to careers for returning veterans.

"Right now, our industry is short 80,000 drivers – jobs that pay upwards of \$70,000 or more per year, giving our returning veterans a middle class lifestyle without the debt and expense of a college degree," Geale said. "ATA and

our partners are working to make it easier for these men and women to translate their military experience to a CDL, cutting red tape in the licensing process and getting these heroes into well-paying careers."

Learn more about ATA's Workforce Heroes program and other workforce development efforts at trucking.org



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Standard Logistics – Employee Driven – Customer Focused



pany freight lanes. Standard Logistics hubs and lanes exist in the Northeast, Southeast, Midwest, Texas, and California. The trucks are late model Freightliner Cascadias and Internationals with Cummins engines.

Standard Logistics is a subsidiary of Standard Industries, a privately held global industrial company that has over 20,000 employees in over 80 countries. They are the house carrier for another Standard Industries subsidiary, GAF, North America's largest roofing and waterproofing manufacturer.

Standard Logistics operates four distinct fleets. Shingles and other building materials are hauled by the Flatbed Fleet from GAF plants and warehouses, to distributors. There is also a small Van Fleet that hauls building materials and other building products. The Tanker Fleet hauls asphalt, limestone, and other raw materials. While some tanker loads don't require HazMat certification, depending on the location, the company requires drivers to have or obtain it to allow for more operational flexibility. The company will help you obtain both and pay for it if you choose to get them.

Standard Logistics is an

employee driven company. They strive to create an inclusive work environment for employees and drivers, where they are engaged and come to work feeling like they have a great job. Drivers enjoy having their work week planned in advance, so they know what their schedule is. Being a part of the Standard Industries family, Standard Logistics can offer career advancements to employees and drivers alike. Maybe at some point, you would like to get out from behind the wheel and get behind a desk, becoming a driver trainer, safety director, or dispatcher, they can make it happen.

The company is very proud of the awards they have received: Home Depot's Partner of the Year – 2021 Medium Size Flatbed Category; and GAF's Partner of Choice 2017-2021.

Randy Bargfrede, COO of GAF said, "We've had a long, successful partnership with Standard Logistics and their significant growth in the past year can be attributed to their rich investment in their drivers and their commitment to customer service."

To learn more about the opportunities at Standard Logistics, call 484-925-6565 or visit www.standardls.com

continued from page 1

ing both local and regional drivers. Local drivers are paid hourly, while regional drivers are paid by the mile. The company requires 1 year of experience with a good driving record. Local drivers should be located within a reasonable commute of one of Standard Logistics' freight hubs and regional drivers can be located anywhere along com-



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Pacifico Reflection - Captain Happy

By: Mike McGough

He got his first boat in 1969; he named it Miss Tina. It was old, needed lots of work, and was small. He was young, somewhat handy and she was big enough to get him started. For the next seven years he and she were part of the commercial fishing fleet that called the port of Cape May/Wildwood in New Jersey home. With a great deal of hard work, no small measure of persistence, and a clear savings plan, he positioned himself to finance a new boat.

He named her Lady Christine. Like her namesake, his wife, she was strong, capable, and impressive in both bearing and nature. They are a team. His business grew, and as it did, he became one of, if not the, most successful fishermen who called that port home. In his own way, he too is strong, capable, and he has a knack for meeting challenges and seizing opportunities as they present themselves. He is an optimistic sort by nature. His outgoing, sometimes gregarious, optimism won him the nickname Captain Happy. Among the mariners of the fleet based out of Cape May/Wildwood, that's just who he is. Notwithstanding, his years at sea have taught him that optimism not tethered to some sense of reality can produce dangerous, even catastrophic, consequences.

Cape May/Wildwood is one of the major fishing ports

in the country, and the top New Jersey port. Scallops, clams, flounder, sea bass, and herring are among the most common harvests coming through this port. Fishing is a major element of the economy of Cape May County and has been since the 17th century. Although some of the fishermen who call this port home only fish during certain seasons, Captain Happy fishes all year.

Shortly after Lady Christine was launched, he began training a second mate. This new ship is large enough that hiring a second mate was essential. This mate was new to the port, and she was pleased to be hired by a captain with Happy's reputation. She was a nice fit for the captain and his first mate. They all got to know each other, appreciate their shared and individual strengths, and worked to offset their individual weaknesses. They worked well together. Near the end of her first month, she had an opportunity to learn a valuable lesson that would serve her well both as a second mate on a fishing boat and as an individual trying to make her way through life.

On a Thursday evening, they were to set sail for the deep-water shrimp grounds off the coast of New Jersey. As they left, there was a storm watch posted. That meant that there was a possibility of severe weather in the next twelve to thirty-six hours. They planned to be back in ten to twelve hours,

so he felt they could beat any serious weather conditions. And at that time of the year, such notices were not uncommon. Captain Happy heeded forecasts, but based on his experience, he set sail anyway.

Less than two hours into the trip to the shrimp banks, the watch was upgraded to an advisory. The change from a watch to an advisory got his attention, and when it was again upgraded, this time to a warning, he ordered that the ship be turned around and headed back to port with all available speed. The mood in the wheelhouse changed. For the first time the second mate saw the captain under some stress and experiencing some serious worry and anxiousness. Although not panicked, it was clear that he was uneasy. As she watched him, she saw a side of him that she had yet to experience. In the moment it concerned her, but she said nothing.

With their port in sight, the mood in the wheelhouse began to change. The weather was still unsettled, but the forecast was downgraded to watch. There was a sense of calm on the bridge. As soon as the boat was back in port and secured, the crew was dismissed for the weekend. The captain invited his mates to dinner.

Once they were seated, the second mate said, "I don't think you were Captain Happy earlier today, were you?"

"Well, not so much for a little while there. Weather

warnings, like any type of warnings in life for that matter, should always get our attention. It's one thing to be happy, but it's a whole different matter to be so blindly happy that you're out of touch with reality. No emotion, regardless of how positive or negative it is, should ever distance you too far or too long from reality. The consequences can be troubling, and in extreme cases the results can be devastating."

Love's Travel Stops Opens New Location In Minnesota

Love's Travel Stops is now serving customers in Columbus, Minnesota, thanks to a travel stop that The store, located off Interstate 35 (15402 Hornsby Street NE), adds 84 truck parking spaces and 75 jobs to Anoka County.

The location is open 24/7 and offers many amenities, including:

- * More than 12,000 square feet.
- * Godfather's Pizza and Hardee's.
- * 84 truck parking spaces.
- * 72 car parking spaces.
- * Nine diesel bays.
- * 10 showers.
- * Laundry facilities.
- * CAT scale.
- * Speedco.
- * Bean-to-cup gourmet coffee.
- * Brand-name snacks.
- * Fresh Kitchen concept.
- * Mobile to Go Zone with the latest GPS, headsets and smartphone accessories.
- * Dog park.

MOVING OUT Calendar of Events

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September 28 - October 2 - TenFourDC Truck Show - On The National Mall in Washington, DC. Open to Show Trucks, Working Trucks and Antique Trucks! Only truck show on the National Mall in DC! Visit www.TenFourDC.org or find us on Facebook @ TenFour DC

September 30-October 1 - Mayberry Truck Show - New Location: Bottomley Enterprises Terminal, 452 Oak Grove Church Rd., Mount Airy, NC 27030. Benefits children receiving care from the Brenner Children's Hospital. Convoy thru town, Fireworks, Live Music, Food Trucks, Raffles, Prizes, Calendar Spots, Much More! For more info visit www.mayberrytruckshow.com

October 14-15 - 13th Annual LCM Southern Classic Truck Show - Whites Travel Center Raphine, VA For more info visit www.largecarmag.com for phone 717-806-8907

February 17-18, 2023 - Trucks of Florida 10th Anniversary Winter National Truck Show - Sumter County Fairgrounds, 7620 State Rte 471, Bushnell, FL 8 am- 5 pm. All Trucks welcome. Rain or Shine. Large Covered Pavilion. 24 hr on site camping available. Prize raffles and a 50/50 raffle which supports Tunnels to Towers Foundation. Food and Beverages available on grounds. Cruise to 75 Chrome Shop. Various displays of restored and un-restored vehicles. For More Info (including vehicle registration) : <http://www.vintage-trucks-fl.com> Facebook: Vintage Trucks of Florida. Phone: (352) 457-1557

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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Sheetz Celebrated Truck Driver Appreciation Week By Reducing Diesel Fuel Prices And Giving Drivers A Free Meal



Altoona, PA Sheetz, a major Mid-Atlantic restaurant and convenience chain, celebrated the recent Truck Driver Appreciation Week (Sept. 11-17) by reducing diesel fuel prices to \$4.49 a gallon.

The decreased diesel fuel prices began on September 6th and ran through September 30, 2022. The price was reduced at all 654 Sheetz stores that offer diesel fuel

pumps.

"Truck drivers are the backbone of this country," said Travis Sheetz, President & CEO of Sheetz. "As a company, we are committed to showing appreciation for our customers. We wanted to go above and beyond for Truck Driver Appreciation Week by providing extended offers that will be unquestionably beneficial to them."

Sheetz further showed its


appreciation by offering truck drivers a free meal including their choice of any half Made-to-Order (R) sub, bag of fryz and any size self-serve coffee or fountain drink. To redeem the offer, truck drivers entered "TRUCKYEAH" through the Sheetz Mobile App which started on September 11, 2022 through September 30, 2022.

Established in 1952 in Altoona, Pennsylvania, Sheetz,

Inc. is one of America's fastest-growing family-owned and operated convenience store chains with more than 24,000 employees. The company operates over 650 store locations throughout Pennsylvania, West Virginia, Virginia, Maryland, Ohio and North Carolina. Sheetz provides an award-winning

menu of M•T•O® sandwiches and salads, which are ordered through unique touch-screen order point terminals. All Sheetz convenience stores are open 24 hours a day, 365 days a year. Recognized by Fortune as one of the 100 Best Companies to Work For, Sheetz is committed to offering employees sustainable

careers built on an inspiring culture and community engagement. For more information, visit www.sheetz.com or follow us on Twitter (@sheetz), Facebook (www.facebook.com/sheetz) and Instagram (www.instagram.com/sheetz).

A NOTE FROM  EMPLOYEES

THANKS FOR DRIVING WITH US!
KEVIN S., ENGINEERING

You Drive Our Success.
Janice C., Traffic Operations

**EVEN DURING CHALLENGING TIMES,
YOU KEEP US MOVING FORWARD.**

**THANK YOU, TRUCKERS,
FOR ALL THAT YOU DO. AND THANKS FOR
CHOOSING THE PENNSYLVANIA TURNPIKE.**

Peterbilt Launches Special Edition Model 389X



Peterbilt Motors Company announced the launch of the limited-release Model 389X. The 389X celebrates the iconic status of the Model 389 with a new, distinctive special edition.

The 389X embodies the heritage of the Model 389 with its bold styling and bright exterior features. The 389X includes a highly polished hood crown surrounding a classic-style, louvered grille sheet inspired by the first 1939 Peterbilt. The hood features a brightly polished centerline trim, exclusive side-hood chrome accents and polished hood fenders. Other bright features include cowl skirts, battery box, fuel tanks, sunvisor, bumper and large, 7" chrome exhaust stacks. The 389X also includes an elegant and distinguished exterior lighting package, with LED amber color light strips that provide stunning lighting in the air cleaners and under the rocker panels. In addition, the truck features 389X exterior badging on the mud flaps as well as on the cab or sleeper.

The interior of the 389X is as bold as the exterior. The dash panels feature a new Black Pearl burl woodgrain. Special

black-finish trim accents can be found throughout the cab and sleeper. Additional special features include bright chrome grab handles, a 389X emblem on the shifter plate, embroidered 389X badging on the headrests and badging on the sleeper backwall. Each 389X includes a serialized, chrome dash plate with the production number of the truck to commemorate each special edition vehicle, as well as a kit of custom 389X merchandise.

"The new 389X is superior in every detail. From its classic design and high-quality craftsmanship to its exclusive chrome elements and details both inside and out, the 389X will quickly become the most desirable truck on the road," said Robert Woodall, assistant general manager of sales and marketing. "I look forward to seeing this great truck and its proud owners on road across North America very soon."

The Model 389X can be ordered as a day cab or in a 72" or 78" Sleeper configuration. The 389X production will be limited to only 1,389 trucks and is available for order now through Peterbilt dealerships.



THE SUPER SIX








Nathan Wilson, Marco Wilson, John L. Wilson 3rd, Derrick Wilson, Pinell James, Napoleon McAlpine

UNSUNG HEROES

The Afro-American Truckers Association proudly promotes the Wilson, James and McAlpine family super six plus one heroes of Demopolis, AL for their courageous actions, community building programs and leadership during National Truck Driver Appreciation Week. The AATA want to express full solidarity, show organizational support and commend these highly skilled fleet operators, business owners and patriarchs for their valuable contribution, self-sacrifice, driver recruitment initiative and leading front line revolutionary role. That this dynamic young upwardly mobile driver work force of highly conscious and safety minded professionals are playing in an epic jihad. Filled with growing suspicion, high speed drama and excitement, frequent traffic stops and on-road inspections that can cause immeasurable problems and supply chain disruption, delays, cancellations and many unpredictable outcomes and debilitating socio-economic and political conditions in delivering loads of diverse freight nationwide. Which also include high value shipments and critical life-sustaining food, medical supplies, building materials, logistical support, personal protection equipment and manufactured products to a distressed customer base and vulnerable population located in increasingly dangerous high risk areas and far flung remote locales. Transported hundreds of miles over crumbling under-funded roads, increasingly congested and over-crowded highways, structurally deficient bridges and faulty infrastructure systems during an alarming public health crisis, political instability and gridlock, declining social order, heightened racial conflict and road rage, and a deadly global pandemic. Be self-motivated, mission bound operators, bent on exercising caution and sound judgment, maintaining healthy habits and displaying a positive attitude, while continuing to maintain their dignity, a positive attitude and self-control behind the wheel and off the road in discharging company affairs and handling the collective interest of our family, Islam, and the daunting day-to-day challenges facing hard-working Afro-American Truckers in the spirit of Afro-Americans number #1 goal - global rights fighter, nation builder, and visionary. - Minister Malcolm X.

THANKS FOR YOUR SERVICE AND HEROIC EXAMPLE THAT WILL INSPIRE FUTURE GENERATIONS TO COME!

This N T D A driver driven initiative is based on the productive life of Nathan Wilson, Marco Wilson, John L Wilson 3rd, Derrick Wilson, Pinell James and Napoleon McAlpine. Who have been at the forefront of service and revolutionary change as major catalyst in the movement to advance our family, Islam and the growing number of under appreciated Afro-American truckers.



PGT Trucking - Supporting Owner-Operators Through New Initiatives



PGT Owner-Operator of the Month for July, Kent Miller.

PGT Trucking, Inc., a multi-service transportation firm offering flatbed, dedicated, international and specialized services, announces improvements to their Owner-Operator program, furthering their support of independent truckers with the addition of a new management position and a monthly recognition campaign to ensure the suc-

cess of its Owner-Operators. The trucking industry is competitive, and PGT knows that truck drivers have options. That is why PGT has not waived on their solid history of offering Owner-Operators competitive rates with access to a rich and consistent freight base, where drivers can control their schedule and earnings potential.

PGT's Owner-Operator Advocate, Donavon Raab, is the main liaison between Owner-Operators and PGT support staff, streamlining communication and processes, so that Owner-Operators can keep their focus on the road. The Owner-Operator Advocate helps independent contractors take advantage of PGT's resources, utilize their extensive maintenance

network, direct customer freight options, and ensuring they meet their weekly financial goals.

"PGT's Owner-Operators are seeing the benefits of a dedicated advocate," stated Paul Martin, PGT Trucking's Chief Innovation Officer. "Since establishing this role, we've seen an increase in driver revenue, utilization, and satisfaction for our



PGT Owner-Operator Advocate Donavon Raab recognizes PGT Owner-Operator of the Month for July, Kent Miller.

Owner-Operators. We want to see our drivers succeed and do well."

In addition, PGT is recognizing top performers at the company with their Owner-Operator of the Month Award Program. To qualify, Owner-Operators must exemplify Proud Professional characteristics, show consistency in freight delivery, practice safe driving with above average camera scores and achieve top revenue goals. The Owner-Operator of the Month receives a merchandise/prize package and company-wide acknowledgement.

Professional driver Kent Miller was named as the inaugural PGT Owner-Operator of the Month for July 2022. Kent has driven with PGT for seven years, and he is recognized as a member of PGT's Safe Driver fleet. Kent's hard work, dedication and professionalism ensure that PGT's customers receive their products safely and on-time, and Kent's truck and trailer are always in pristine condition.

Future Owner-Operators of the Month will be announced on PGT's social media.

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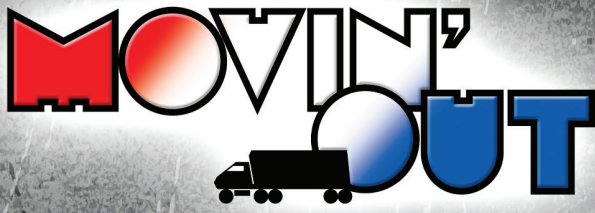
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Working Show Truck Of The Month

Rick Frates / Rick Frates Transportation



By Robert Conrad

As another Summer comes to an end, fall is right around the corner here on the East Coast, and the trees will soon be a kaleidoscope of reds, yellows, and oranges. This 1982 Peterbilt 359 EXHD is brighter than the fall leaves & is owned by Rick Frates, a MA native who runs it five days a week hauling loads for PA-based STBI up to MA, CT, and NH.

Rick says he's been around trucks his whole life, starting at

age 5 when he'd sit in his father's '70 Brockway (nicknamed Bertha) and pretend to drive it just like his dad. Needless to say, Rick's mom wasn't too happy and would always make him come in the house to go to bed! He says his dad used to take him to CT in his Ford Louisville hauling scrap tires to Exeter Energy.

The rest is history and Rick owns & operates Rick Frates Transportation, turning heads at the docks & on the interstate

with his classic Pete 359. Power comes from a 400 CAT engine that's paired up with a 15-speed overdrive and a set of 3:70 rears. The truck has been stretched to 300" and has an air leaf suspension along with a House of Air front axle.

Rick is only 41 but he's been driving since he became legal to do so, originally hauling flatbed freight to Miami & Ohio. He has certainly come a long way

since watching his grandfather run cranes and his dad deliver tires, and his dad deliver tires, and his dedicated runs for STBI definitely keep the wheels turning on his 359. Rick Frates always delivers in style every time he gets behind the wheel of his red hot 359! Movin' Out applauds Rick's hard work by choosing him as our October Working Show Truck of the Month.



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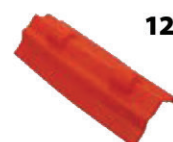
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- Increase horsepower by replacing your restrictive stock intake
- Direct stock replacement with no modification necessary



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