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“THE JOURNAL OF THE TRUCKING INDUSTRY”

2017 Walcott Truckers Jamboree



Mike Manuel's 2015 Peterbilt 389 & 2017 Mac - "Autism - One of Many" took home the 1st place trophy in the Show Truck Category at the Walcott Truckers Jamboree as well as Best Overall Theme Award. - photo by Dan Pollock - Turn to pages 14 & 15 for complete coverage of the show.

Page Trucking And The Titus Family – From Settlers To Modern Day Transportation



The Titus's family roots date back to 1805 when Platt Titus was one of the first settlers in Cato, New York. [Cato is located about 8 miles from the town of Weedsport.] Platt's son Herbert and his son Palmer started farming, growing corn and raising cattle. Palmer and his son Herbie expanded the farm/commodity business to 5,000 acres and also established the first Fire Department in Cato, serving as Fire Chief for 50 years.

In 1977 Herbert's great grandson Keith Titus founded the Keith Titus Corporation on the family farm, performing roadside repairs and transporting agricultural commodities, laying the foundation for Page Trucking. The business diversified from general bulk transport (Page Transportation) to specialized hazmat bulk transport (Page ETC, Environmental Trucking Com-

pany) and later to hauling molten metals. The company acquired the operating assets of a defunct transportation company, which was owned by one of the metal smelters. As the Page Trucking name was well known, the Titus family decided to expand upon it with Page MTC (Molten Trucking Company). With the acquisition, Page Trucking was able to con-

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American-Truckers' Legal Association Always There for the Truckers



Fighting for the trucker in its 30th year, American-Truckers' Legal Association (ATLA) has been on the side of drivers no matter what the circumstances—whether it is a 10-year recession, harsh trucking regulations, or a variety of legal issues that impact their lives.

Mel and June Palmquist, Founders and Directors, established ATLA as a premier legal service in May 1988 with a heart for the truckers and their families. From day one, they, and their staff, have been dedicated to protecting the drivers' CDL and assisting them with any legal issue. Mel and June recognized 30 years ago, that truckers needed someone to come beside them and provide legal help while they were out there on the road trying to make a living; juggling between work and family needs.

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TravelCenters Of America Launches Blog 'Back On The Road'

WESTLAKE, OH... TravelCenters of America LLC (TravelCenters) operator of the TA® and Petro Stopping Centers® travel center brands, has released an exciting update to its website. Their new blog, Back on the Road, shares engaging content, truck maintenance tips and advice plus the latest in exciting news and information from TravelCenters. Not only are TA and Petro facilities the ultimate go-to for a full tank, a hot meal or a truck repair, customers can now use Back on the Road as a valuable resource and new go-to to make

their time on the road just a little bit more fun.

"We are excited to introduce our blog to the driving community," said Tom O'Brien, President and CEO of TravelCenters. "It has already proven to be a wonderful added resource with expert advice on maintenance, stories of the road, and entertaining articles for drivers of all ages." Back on the Road is available through the TA and Petro website, or at www.ta-petro.com/blog. Excerpts of articles can also be found on the TravelCenters

Facebook and Twitter social media pages. Be sure to check back often to see what is new!

TravelCenters of America LLC (TravelCenters), headquartered in Westlake, Ohio, conducts business in 43 states and Canada, principally under the TA® and Petro Stopping Centers® travel center brands and the Minit Mart® convenience store brand. For more information on TravelCenters, TA, and Petro Stopping Centers, please visit www.ta-petro.com. For more information on Minit Mart, please visit www.minitmart.com.

TravelCenters Of America Teams Up Once Again With St. Christopher Fund For Annual Band Together

WESTLAKE, OH... TravelCenters of America LLC (TravelCenters), operator of the TA and Petro Stopping Centers travel center brands, launched its annual campaign on August 1, in support of the St. Christopher Truckers Development and Relief Fund (SCF), a non-profit organization that helps truck drivers suffering financial hardship due to medical problems. The month-long campaign will run at participating TA and Petro locations through August 31.

During the event, guests and employees at TA and Petro Stopping Centers will be invited to make contributions. As in past years, commemorative wristbands and SCF keychains will be made available for \$1 and \$5 respectively. Contributions may be made at participating TA and Petro restaurants, travel stores, fuel buildings and truck service facilities. One hundred percent of proceeds go directly to SCF.

"As we kick off our eighth year of the SCF campaign, we couldn't be happier to continue supporting drivers in need and knowing that our customers and employees are helping answer prayers for those dealing with financial burdens due to sickness or injury," said Tom O'Brien, President and CEO of TravelCenters.

TravelCenters has been supporting drivers through the

OH... SCF since 2010. The TA and more than 1,900 truck drivers Petro annual campaign marks and their families with monthly the largest single contribution bills, including utilities and the Fund receives each year. As mortgages. of July 2017, the SCF has helped



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Off The Beaten Path



by Pam Pollock

Growing Old Is Mandatory - Growing Up Is Optional...

So, yeah – I am still on a kick about my recent birthday AGAIN this month! It's been exactly two weeks since my "body odometer" clicked and clanked and I am officially 56 years old. Which, according to my granddaughter Mackenna, is "really, really old. Even older than 80!" Thanks, dear...

My family and friends turned a one-day birthday into over 2 WEEKS of celebrations. I was wine and dined – ok, it was more like I whined and we all dined. Suffice to say, I felt the love and it is appreciated more than words can express.

My body feels old but my mind and heart insist that I really must be only 20. I lied; my mind declares that I am 8. My childhood neighborhood consisted of being surrounded by relatives – cousins, great aunts and uncles and my great-grandmother. When our yard stopped, another relative's kicked in. I used to get the biggest charge out of my Great-Aunt Bess. She lived, for the most part, a very simple life. All she asked for was a jar of Pond's Cold Cream and a True Confessions Magazine. And she loved bright and colorful things. She would drape tinsel and package bows down a mirror. As a child, I thought she was pretty funny. Over the past 10 years or so, realization has set in that, in many ways, I have become my Aunt Bess. Oh – I don't live a simple life by any means but I do enjoy my Derma E eye cream and I like surfing the net for some hot gossip. Like Aunt Bess, I am drawn to the flamboyant trinkets like a moth to an open flame. I LOVE crazy patterned socks and I have been known to wear Santa socks... in March.

I have a fascination with dressing up the dog and my grandkids in costumes – the more they are be-dazzled and bejeweled, the happier I am. I admit it – I dress up in the costumes, too! If Disney On Ice or Sesame Street Live is in Da Burgh, I am on a mission to secure seats for the performance. I still play with dolls and toy trucks! I jump and splash in puddles. Balloons? A person can NEVER have enough balloons! Disney movies? I think I own pretty much all of them.

I roll around on the floor with the grandkids – and yeah, sure, sometimes I have trouble getting back up. I still sit with my legs tucked up under me. Favorite food? Chef Boyardee Pizza.

I'm freakin' 56 years old, folks! I was a sickly infant and child and the doctors didn't think I would be alive to even hit my teens. I'm freakin' 56 years old! I will take the blubber and the wrinkles and the stiff joints because I am alive and I am blessed to still have my parents, my husband, my 2 kids and 3 grandkids. I even still have 15-year-old Precious the cat and almost 14-year-old Gunny the dog. Am I



Dancing as though no one was watching, even if they really were...



My wish? To never grow up!

old? Well, yeah, I climbed up that hill and have started the roll down, but I am trying to crawl down, instead of flying. I'm growing old – but I'm not growing up!

Let me end this column by saying that everyone needs to take photos. Photos of and with friends, family, pets, places and things you love. As you get older, the nostalgia kicks in and you remember that cute little stuffed poodle you had when you were 4 years old. His name was

Pierre and he was my best friend. But I don't have any photos of Pierre. And I don't have any photos instead of those wonderful relatives who were always there for me. Take photos, folks. Take photos in HIGH RESOLUTION! Print them out or make photo books. Share them. Tell your stories and share your memories with the younger generations. And deep down in your heart – remain a free spirit, wild child.



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Shout out to my parents - thanks for having me! I love you!

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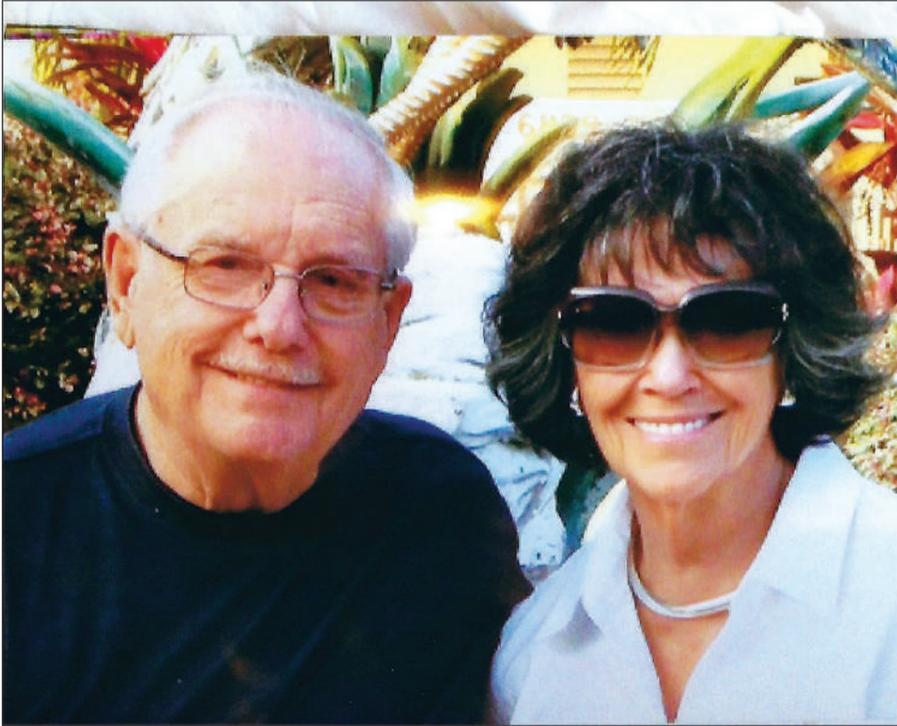
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American-Truckers' Legal Association - Always There for the Truckers



Mel & June Palmquist

continued from page 1

ATLA's success and reputation have been built upon a firm foundation of integrity, knowledge, and a commitment to represent its members with understanding and respect.

ATLA provides for truckers a large network of discounted, knowledgeable attorneys across the United States and Canada. With a history of success in traffic and trucking-related legal cases, they work for ATLA members at reduced, flat-fee rates; instead of costly hourly rates.

With staff available 24 hours a

day, 7 days a week, ATLA tells the drivers to shift over the burden of their legal problems; and go on down the road to make a living. The members do not have to perform their own legal paperwork; like a do-it-yourself program may require. ATLA staff takes the legal problem from beginning to finish. Once the matter is placed with an attorney, the driver speaks directly with their legal counsel and ATLA helps with a portion of the legal costs for its existing members. The trucking attorney and the trucker take it from there, and ATLA stands by to assist its member.

ATLA has a 90%+ win rate for the truckers; with cases having positive outcomes and wins. The Better Business Bureau rates them with an "A" rating – a testimony for the way ATLA conducts business with its members and the legal community. Membership dues have not been raised in 16 years to keep costs down for the drivers.

With a "come as you are" policy, truckers call ATLA with a ticket in hand, and they can receive help. They do not have to jump through hoops and a complicated set of programs; only to learn they were in the wrong "program" all along so there is no help. ATLA keeps it

simple and no-nonsense: a standard program, a pre-existing program, and a discounted company program. All drivers are given "free reviews" on their cases to determine what type of legal help is available for their issue.

When a need for language interpretation is needed, ATLA makes efforts to assist the trucker. ATLA interpreters have accompanied its members, when possible, into court, and with attorneys, when the trucker needs the assistance.

ATLA has remained a beacon in the trucking industry 30 years for the trucker; there to fight for their needs in a compassionate and respectful way. While other services have come and gone, ATLA was the first out there, and remains strong and true for the truckers every day.

With the laser purpose of lifting the legal burdens of the truckers, and doing it with caring and integrity, ATLA fights for the drivers and works hard to protect them. Truckers are told not to just pay that ticket, cave to the DAC or CSA issues, or give up on a legal issue impacting their lives. They are urged to get it to ATLA. There the case will be investigated, answers provided to them, and help offered whenever possible.

Call 1-800-525-HAUL (4285) any time – any day. Email questions to legal@atlaoffice.com. Check out the website at www.americantruckerslegalassoc.com. Get the premier, experienced help you need when you need it. Truckers have to protect their CDL – their living and their families. Trucking regulations and the industry level threats against the trucker daily. ATLA stays strong and true for the truckers every day, every time.

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High Performance Diesels

with Bruce Mallinson

OLD SCHOOL TRUCKING, the way it was meant to be! You can't always buy what you want in a truck, motorcycle, Jeep, boat or car, so the answer is - you have to build it. Many of you who read this article will say, I'm not mechanically inclined and could never build a truck. Those of us who are, learned one bolt at a time, and yes you can build if you try. Carl Kellner is the owner-operator, and builder of this 2002 T-800 Kenworth. Carl was 25 years old when he decided to build an F350 Ford into a hotshot truck. He knew nothing about mechanical work, his father was not mechanically inclined and Carl didn't have

his first car until he was 19 years old. He did have a dream, and he followed that dream, a beautiful 2000, Peterbilt 379 powered by a 2WS Caterpillar engine with every Pittsburgh Power item available for the Cat. The transmission is an 18 speed and the rear gears are 2:64, which makes this Pete an unlimited truck. What is unlimited, the speed and the power, being the Cat worked to achieve the dream and it was to have a Peterbilt. He still has the Pete; it is equipped with a Pittsburgh Power Cat Box. All Carl has to do is turn the dial for more power. With the 2:64 gears he still has 1 full gear left in the

transmission, so whatever speed and power he desires, it's available to him. Over the years we at Pittsburgh Power have built many "Unlimited" semi-trucks.

So why did Carl build the T-800 Kenworth if he has the 379? Simply because he is no longer over the road, now he has a local grocery run and spends more time in cities. He wanted a day cab, short wheelbase, a C-12 Caterpillar and a short turning radius. Why the C-12 Cat? Because of his experience with the 15-liter 2WS Cat, he knew he could install the Pittsburgh Power equipment, have plenty of power and great fuel mileage. He found

the 2002, T800 with only 320,000 original miles, however it had a 10-speed transmission. Once you have a 13-speed or 18-speed transmission a 10-speed will not do. Carl Kellner is a 100%er type of guy, he gives 100% to everything he does. The T-800, even though it's in good condition, must be taken apart and built the "Kellner" way. Yes, this Kenworth is another "Unlimited" truck, 2:64 rear gears, 18 speed transmission, Pittsburgh Power Cat Box, Full Tilt ported and ceramic coated exhaust manifold, Pittsburgh Power high flow turbo, torsional damper, mercury filled engine balancer, FASS Fuel System,



Carl Kellner's T-800 Kenworth before undergoing its transformation.



And after.... Wow! What a difference!

Fleet Air Filter, and the Duralite Charge Air Cooler. The end result is a truck that gets 8.8 to 9.0 miles per gallon running local, and as for power, on the Pittsburgh Power chassis dyno the little C-12 put a whopping 729 horsepower to the ground with the Cat Box on power level 5. Carl wanted to see what the Little Cat would do on power level 7. I said 729 is enough; let's not push it. Carl does not run the power box on setting 5, however he does run it on level 3, which produces 550 horsepower to the ground. That happens to be 647 flywheel horsepower. Needless to say, this little day cab never runs out of power and still gets great fuel mileage, and that has to do with Carl's right foot, he knows when to squeeze on it!

Jim Shimo was the mechanic

who worked with Carl for two years while this truck was under construction. When Carl went to pay him for his services, he would not accept any money; instead he wanted Carl's 2003 100th anniversary Harley Davidson Ultra Classic motorcycle. Carl had three Harley's at the time so he graciously handed over the keys to Jim.

Why did it take two years to build the truck? Well Carl was driving his 379 Pete and Jim also had a daytime job, so this rebuild was performed in spare time. Carl paid \$7,000 for the T-800 and invested another \$46,000 in paint and parts, plus the 2003 Harley Ultra Classic. Not a day goes by that someone says to Carl, "Hey, nice looking ride!"

Next year Kellner will begin his rebuilding of the 2000, 379 Pete which he purchased new. If you

know the Pete, it's still in beautiful condition, however it's not quite 100%, after 17 years of service to Carl.

An update on "Dorothy", she is in mass production and the first 24 units should be ready by the time the Dallas Truck Show starts. For those of you who do not know who or what "Dorothy" is, she is our new invention designed to remove most of the soot from EGR gasses. There are about 15 Dorothy's on trucks as of the time of this writing and all are performing well. Fuel mileage gains of .7 to 1.0 miles per gallon, a decrease of Diesel Exhaust Fluid of 30% and regens of the Diesel Particulate Filter are drastically reduced. The only maintenance to "Dorothy" is about every 30,000 to 40,000 miles you have to remove

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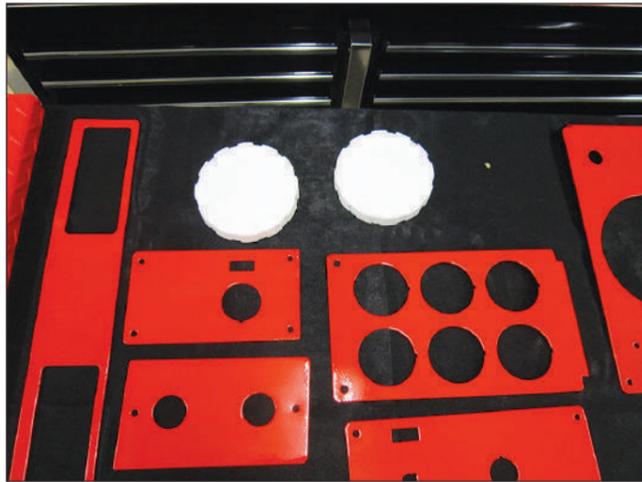
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the cleaning action required to remove the soot is a tornado type effect created by the venture in the canister, thus the name "Dorothy". Now you can enjoy a brand-new truck, install Dorothy, and have the emissions system perform trouble free for years to come. If you own a 2003 or newer engine equipped with EGR, Dorothy can be installed along with an emission tune up and many of the related problems created by the EGR gasses are eliminated. "Dorothy" is about to revolutionize the diesel engines from 2003 on into the future!

Written by Bruce Mallinson, Pittsburgh Power Inc., 3600 S. Noah Dr. Saxonburg, PA 16056 Phone 724-360-4080 Website: Pittsburghpower.com

continued from page 6
one clamp, remove the canister and reinstall the canister. That and dump the soot in a trashcan is all, there are no moving parts,

Understanding Oil Contaminants



By Tom Bock

There are numerous contaminants that effect motor oil. There are the well known ones like dirt, sand, soot, water, glycol, fuel and acid but few realize that oxidation and nitration can prevent the additives from performing properly decreasing useful oil life.

In both oxidation and nitration there are chemical reactions of the oil molecule with oxygen or nitrogen from the ambient air or from additions of contaminants that contain oxygen or nitrogen.

Oxidation can cause rusting, corrode metal surfaces, generate acid formation, form sludge, varnish and increase viscosity. The rate at which these processes occur is highly dependent on the temperature of the oil. Most mineral oils will double the oxidation for each 18 degrees rise above 165 degrees. With the newer engines running hotter oxidation may occur more rapidly. Synthetic Oils are often required for high temperature engines as they are more stable than mineral oils. The synthetic oils are formulated with fewer impurities and compounds that are resistant to temperature related oxidation. Can you totally eliminate oxidation? Of course not. Have you ever noticed how long it takes for new oil spilled on the ground to turn dark? Oxidation is what causes

the chemical reaction that creates this change and if the sun is shining down on the oil the process occurs quickly. You can however ensure the oil is maintained at the proper operating temperatures of your engine and ensuring the oil is flowing properly. Oil that has an extremely high viscosity has more body to the oil, flows slower and retains heat instead of dissipating the heat properly. It may also spend too much time flowing through sections of the engine with higher heat i.e. the turbocharger, raising oil temperature but this will not show up on any oil gage etc. You can also ensure that the oil levels are properly maintained if you run 2 gallons low you have removed 20% of the oil capacity placing an excessive strain on the remaining 80%. The oil will not have enough cool down time in pan before starting back through engine.

Oil analysis measures the oxidation of motor oil on an absorbance scale using infrared analysis to determine the level of oxidation present in the oil. This testing may be effected by water, glycol, soot, and fuel or in the case of synthetic oils Ester-based lubricants. It is not unusual for some new synthetic oils to show high oxidation levels based on the ester-based lubricants formulated into the oil. This does not mean that your oil will damage your engine as the ester-based lubricants are mimicking the oxidation on the infrared scale. Most labs will recommend oil changes or engine inspections when the oxidation level reaches 25 abs/cm however you should inquire as to the level of new oil for your brand before taking drastic costly actions. If your viscosity is not increasing

and your total base number of your sample is within guidelines chances are the oxidation is not at a critical level.

Nitration usually indicates excessive blow-by from cylinder walls and rings or defects in the EGR system that is putting excessive amounts of nitric oxide into the oil. This nitration causes the creation of nitric acid when the water in the oil is heated and mixed with the nitric oxide. This acid will speed up the oxidation of the oil and increase viscosity while lowering the total base number. Sample results are similar to oxidation as they are reported on an absorbance scale with a limit of 25 abs/cm. The good news is the newer oils have been formulated to help reduce nitration and it is primarily a problem with natural gas engines. You can help to lower your nitration levels by keeping DPf's clean eliminating back flow and properly maintaining your engine to eliminate blow-by.

Both oxidation and nitration levels can be kept low by removing contaminants from oil that contain oxygen and nitrogen i.e. water and soot and keeping the oil levels up to reduce excessive heat retention in oil.

Systems like the OPS EcoPur On-Board Oil Refiner that remove solid particles down to 3 microns will improve the oils ability to dissipate the heat and slow the oxidation levels. In addition by evaporating the water from the oil there is less acid formation, sludge buildup and oxidation.

If you have any questions or topics you would like to see discussed in this column please email me at: tbock@horizoncp.biz

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Industry News Briefs

ATA Forecasts Continued Growth for Trucking, Freight Economy

Arlington, VA... The American Trucking Associations released its latest forecast for the next decade of freight transportation, projecting continued growth for freight transportation overall and for the trucking industry.

"As the U.S. population grows and the economy increases with it, we will see continued gains in demand for freight transportation," said ATA Chief Economist Bob Costello.

In ATA Freight Transportation Forecast 2017, ATA projects freight volumes to grow 2.8% in 2017, and then follow that up with 3.4% annual growth through 2023. After that, ATA projects a more modest growth rate of 2.3%. In 2017, ATA projects that 15.18 billion tons of freight will be moved by all modes – a figure that rises 36.6% to 20.73 billion tons in 2028.

"Over the forecast period, capacity shortfalls will develop," the report said. "We are starting to see some selected tightness in freight handling capacity, enough to suggest that capacity expansion will be required if the modes are going to be able to handle anticipated growth."

"While overall truck volumes will continue to rise, and trucking will remain the dominant freight mode – its share of freight tonnage will dip to 67.2% by 2028, with pipelines picking up most of the additional market share, and, to a lesser extent, rail intermodal," Costello said.

"As we look ahead at the rest of the 21st Century, the projections found in Freight Transportation Forecast are invaluable to decision makers in the board room and the hearing room alike," said ATA President and CEO Chris Spear. "Having good, accurate data is critical to making sure businesses are making appropriate investments in their companies and that our government is making the proper investments in our nation's infrastructure."

Costello will discuss ATA Freight Transportation Forecast 2017 in a media conference call at 1 p.m. EDT. Participants can call (855) 287-5188 and enter access code 20782 when prompted.

ATA Freight Transportation Forecast is available for purchase at <http://trck.ng/Forecast> or by calling 866-821-3468.

PA Turnpike Commission Approves Six Percent Toll Increase for 2018

HARRISBURG, PA... At its bimonthly meeting today, the Pennsylvania Turnpike Commission (PTC) approved a six percent toll increase for both E-ZPass and cash customers; the increase is set to take effect at 12:01 a.m. on Jan. 7, 2018.

Because of today's action, the most common toll for a passenger vehicle will increase next year from \$1.23 to \$1.30 for E-ZPass customers and from \$1.95 to \$2.10 for cash customers. The most common toll for a Class-5 vehicle — a prevalent tractor-trailer class — will increase from \$10.17 to 10.78 for E-ZPass and from \$14.45 to \$15.35 for cash.

The toll increase will apply to all portions of the PA Turnpike system with these exceptions:

- there will be no 2018 increase for E-ZPass or Toll-By-Plate customers at the Delaware River Bridge westbound cashless tolling point

(#359) in Bucks County;

- toll rates at the Keyser Avenue (#122) and Clarks Summit (#131) toll plazas on the Northeastern Extension (I-476) in Lackawanna County will not increase until April 2018 as a part of the planned conversion to cashless tolling (rates will be set closer to the conversion date using a new vehicle-classification system); and

- toll rates at the Findlay Connector (PA Turnpike 576, Allegheny and Washington counties) will not increase until April 2018 as a part of the planned conversion to cashless tolling (rates will be set closer to the conversion date using a new vehicle-classification system); and

The toll increase — like previous increases since 2009 — is required to meet the PTC's various funding obligations. These include providing funding to the PA Department of Transportation (PennDOT) to

support public transportation statewide and improving the Turnpike's own 550-mile toll-road system that is almost 77 years old in places.

"The Turnpike Commission is obligated by state law to augment Pennsylvania's infrastructure needs; in fact, the commission has delivered \$5.65 billion in toll-backed funding to PennDOT in the last decade," said PA Turnpike CEO Mark Compton. "Today, our annual payments of \$450 million enable PennDOT to provide operating support to mass-transit authorities across the state to help ease future fare increases for riders."

Since August 2007, the PTC made 40 quarterly payments to PennDOT totaling \$5.65 billion. Of that, \$2.25 billion has supported the PA Motor License Fund (MLF) where it is invested in off-Turnpike highway and bridge projects; \$3.4 billion has supported the PA Public

Transportation Trust Fund (PTTF) to provide financial assistance to the public-transit systems. Beginning in 2014, the PTC's payments no longer funded the MLF but have gone exclusively to the PTTF.

"At the same time, we must also continue to invest in our aging tollway system and make it safer, wider and smoother for our customers," Compton said. "This fiscal year, about 85 percent of the PTC's \$500 million capital budget is focused on renewing, rebuilding and expanding our toll highways which last year carried a record 200 million vehicles."

The PTC has thus far reconstructed more than 124 miles of its system, with another 20 miles of roadway now being rebuilt and widened and more than 90 miles currently in planning and design phases.

Maverick Transportation Announces New Sign-On Bonus

Little Rock, AR... Arkansas-based Maverick Transportation LLC, named one of The National Transportation Institute's Top Pay Carriers last year, recently announced its new \$5,000 sign-on bonus for experienced drivers.

"Drivers know that Maverick is a place where they can build or continue a successful and rewarding professional career," said

Kimberly Williams Gary, executive vice president for Maverick Transportation. "By providing drivers new to Maverick with a generous sign-on bonus, we're able to help make their job change an easier and more profitable one."

To receive the \$5,000 sign-on bonus from Maverick, drivers must have at least one year of verifiable OTR experience. It is applicable to

driving jobs in all divisions. The sign-on bonus will be paid out in \$1,000 increments. The first payment will be paid after the first load is delivered and the subsequent payments will be given at 30 days, 60 days, 90 days and 120 days after emptying the first load.

In addition to this new sign-on bonus, Maverick drivers enjoy competitive pay with the ability to earn increases up to five years, a pay-per-

performance bonus and a driver referral bonus program. Maverick also offers drivers excellent home time, weekend guarantee pay, paid orientation and training, 401k plan + match, company-paid life insurance, health and dental insurance options and paid vacation.

For more information about the driving opportunities at Maverick, visit www.maverickdrivers.com or call 800-201-7695

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Mercer Transportation Celebrates 40th Anniversary



Transportation Marketing and Media Relations Manager, said. "That includes a continued emphasis on safety and fast payments for Owner Operators and Brokers."

Mercer Transportation originated from a once dormant authority out of Ft. Worth, Texas. It was acquired in 1974 and paid for in full three years later. In 1977, founding partners Jim Stone and Bill Howard relocated to Louisville, Kentucky and changed the Company's name. When Mercer Transportation opened its Brokerage Department, the Company earned more than a million dollars its first year. By 1988-1989, Mercer Transportation was earning more than \$100 million dollars in annual revenue.

Louisville, KY... In honor of Mercer Transportation's 40th anniversary, the Company hosted an unprecedented, one-of-a-kind, month long celebration in July. Festivities geared toward employees and Owner Operators, as well as the general public, took place throughout July at the Company's home office in Louisville, KY.

Along with planning a variety of special events, the Company has also been making investments into new technology, such as mobile apps that have helped to

advance Logistics capabilities and new equipment that has enabled the Company to achieve a 100% electronic logging compliance rating. As industry needs evolve, Mercer Transportation will continue to integrate new technologies that augment Owner Operator success and reinforce core principles of the Mercer Business Model.

"As we move forward into the future, we will focus on those areas that have contributed to the Company's long term success." Brian Helton, Mercer

Since it was established, the Company has hauled a variety of freight for a diverse client pool. Some of that includes pipeline, lumber, and large machinery. Throughout its 40 years, Mercer has operated from a simple philosophy. "We don't necessarily want to be everything to everybody," General Manager Dale Corum, said. "We just want to be the best we can be to as many as we can."

As part of its business model, Mercer strives to provide exceptional customer service. To do



Mercertown was well represented at the 2017 Mid-America Trucking Show in Louisville.

so, it has added new departments to help with expansion and Owner Operator needs. One example of that is the newly designated Contractor Relations Division, which offers Owner Operators an unbiased, third party advocate, to help resolve any challenges. There is also a Mentor Program and a network of more than 90 Agent field offices available to Owner Operators across the United States.

"There is a lot that sets Mercer Transportation apart. It has a unique culture and the people that work here have a strong work ethic," Helton said. "We honor the military in most everything we do and we frequently hire those with military backgrounds. A lot of our employees also volunteer their time within the community. Those who go the extra mile are rewarded."

Appreciation is expressed in a number of ways. There is an annual "Mercertown Cookout" that gets bigger every year. With 2017 being Mercer's 40th anniversary, the cookout was upgraded to the "Mercertown Jamboree," which was held on March 22, 2017 as part of Mercer Transportation's 40th year pre-anniversary activities.

"It showcased trucks. It also featured dancing and music from a variety of bands. There was face painting for the kids and different types of food trucks," Helton said. "The event wrapped up with a spectacular fireworks display." Attendance was not exclusive to just Mercer Transportation employees and Owner Operators. Residents of the Portland neighborhood, police officers and first responders and others joined in as well.

The Mercertown Jamboree

Truck Show was coordinated through the "ShowUsYourTruck.Com" website. Prizes were offered to 1st, 2nd, and 3rd place winners and awards were presented by Marcia Campbell and Marty Theurer of The WSM All Nighter Radio Show from a custom built stage that featured a professional sound and light system. Owner Operators even had a chance to "text to win" special items. "It was a great evening," Jason Schaflein, Director of Recruiting and Retention, said. "We probably had half the city wondering what was going on down on the west side of Louisville."

During the last 40 years, Mercer Transportation has earned a number of distinctions. Along with being one of the top five carriers for government traffic, it is one of the top carriers in the nation. The Company places significant importance on client relationships and its military partnerships. With a fleet of more than 2,300 permanently leased trucks, no company-owned equipment, and 40 years' experience under their belt, Mercer truly is...THE Owner Operator Company. For more information, contact Mercer at 1-888-241-4830 or visit them online at www.mercertown.com.

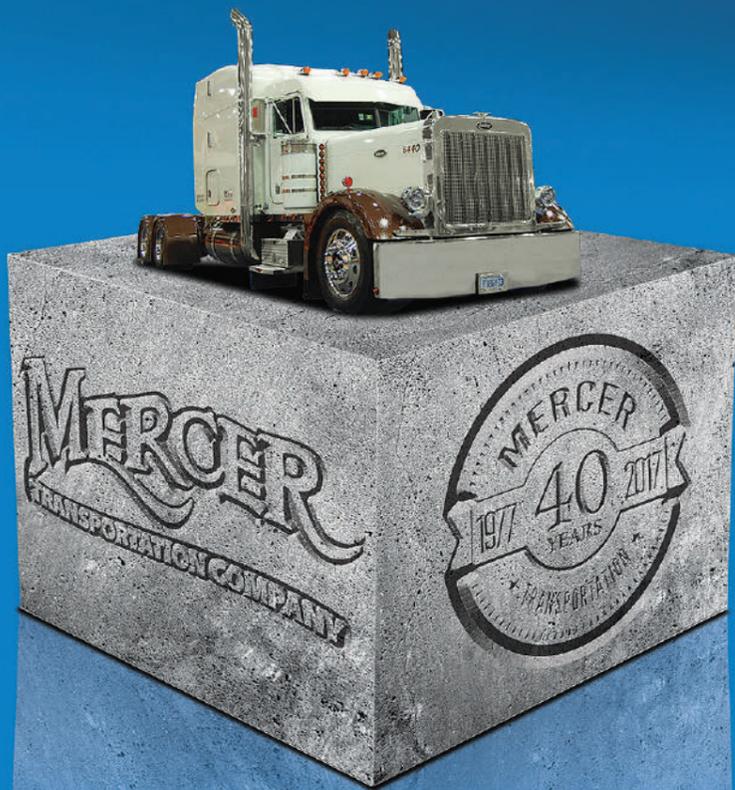


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Hear from Mawson and Mawson Owner Operator Scott Miller

At Mawson and Mawson, we respect and appreciate our drivers. We realize that we're not in business without them - it's that simple. We're fortunate to have a fleet of 350 professional and courteous drivers, many of whom have been with us for years. Recently, we had the chance to sit down and ask veteran Owner Operator Scott Miller a few questions:

How long have you been with Mawson and Mawson?

I've been with Mawson and Mawson for 11 years now.

What do you like most about working at Mawson?

You don't feel pressured into taking a load that doesn't quite

work for you. ...And that you're always treated with respect.

What type of relationship do you have with the terminals, dispatchers and the Safety staff?

They're amazing, especially the Safety Dept. They go above and beyond to help you. I'd really like to mention Lisa Hunt in Safety.

She's exceptional to work with and will help answer any questions that you may have.

Would you recommend Mawson to other drivers?

Absolutely. I've developed some really good friendships here over the years and it's a great place to work!

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NAVISTAR TO END PRODUCTION OF PROPRIETARY MEDIUM-DUTY 9/10 LITER ENGINE BY 2018

LISLE, IL... Navistar announced that it will cease all engine production at its plant in Melrose Park, Ill., by the second quarter of fiscal 2018. The company will continue the facility's transformation into Navistar's technical center, including truck and engine testing and validation as well as used trucks sales and reconditioning, continuing the process that started in 2010.

The majority of engines produced at Melrose Park are medium duty 9/10 liter engines used in International® Class 6 and 7 vehicles, for which alternative engine options are currently offered in all applications. Once completed, the cessation of engine manufacturing at Melrose Park is expected to affect about 170 employees and reduce Navistar's operating costs by approximately \$12 million annually. The company will take an approximate \$43 million charge as a result of this action, including approximately \$8 million of cash related charges.

"Ceasing production of engines at Melrose Park is a difficult decision, but represents another important step on our journey to strengthening the company's competitiveness," said Persio Lisboa, Navistar chief operating officer. "Our N9/10 engine family was updated in 2014 and since then

has served as a competitive niche offering for specific medium-duty vehicles. As we approach future regulatory requirements, the low volume nature of the platform could not justify further product development investments on it."

In 2013, Navistar reintroduced the option of a 6.7 liter Cummins engine for its Class 6/7 medium duty vehicles, followed in 2016 by a 9 liter Cummins engine option, both of which have been well received by customers. All of the engines Navistar and its partners manufacture for the U.S. market will continue to be built in America. The Cummins engines that are used in the medium duty Class 6/7 segment are manufactured in Indiana and North Carolina, while Navistar's big bore engine plant, which makes engines for Navistar's Class 8 trucks, is in Alabama.

A significant portion of the hourly employees at Melrose Park are retirement-eligible. Assistance and opportunities for retraining will be offered.

"Ending production anywhere is a difficult decision because it affects employees," Lisboa said. "We continue to be committed to investing in our Melrose Park facility as we complete its transformation into a technical center that is integral to our product design, engineering

and sales teams. Given the investments we've made, we expect to have a significant presence in Melrose Park for years to come."

The transformation of the Melrose Park facility began in 2010, when the company added a state-of-the-art truck testing and validation center at the 80-acre campus, complementing the existing engine test center there, and bringing hundreds of engineering jobs there from out of state. With truck and engine testing now being conducted at Melrose Park, in close proximity to Navistar's product development teams in Lisle and to the company's New Carlisle, Ind., proving ground, Navistar has reduced costs and improved product design.

Over the last several months, the company has added to its investment in Melrose Park by opening a used truck evaluation and reconditioning facility and its flagship Used Truck Sales Center. Additional consolidation in the former manufacturing space is possible in the future, which would allow even more employees in product design, engineering, service and sales units to work alongside each other.

Additional information is available at www.Navistar.com.

Freightliner Revamps Its Team Run Smart Website

YOUNTVILLE, CA... Freightliner Trucks announced that it has launched a new version of its Team Run Smart website, an open online community that truck drivers can turn to for expertise on a variety of topics. With over 48,000 members, Freightliner has enhanced the website for an improved user experience, easier access to information, and additional content to assist owner-operators and fleet customers at becoming better at the business of trucking.

Freightliner recognizes that the trucking community is facing increasing industry pressures - from keeping operating costs low to staying healthier on the road. With the Team Run Smart site,

visitors can find advice from fellow truckers and dedicated Team Run Smart Pros that share their experiences and provide expertise. Team Run Smart delivers fresh, relevant content on a weekly basis on the following topics:

- **Truck Smart:** Information on increasing revenue and uptime through truck operation and maintenance
- **Business Smart:** Learning the business side of trucking inside and out
- **Live Smart:** Living healthfully while out on the road

Freightliner solicited feedback from its current member base, as well as surveyed outside perspectives to update the site for a

more user-friendly experience. "I have learned so much from the content on this site that relates not only to my Class 8 truck but also applies to my personal travel trailer," recounts Craig McCue, an owner-operator from Sasquatch HI-MT Water, Inc. "In addition to the vast amount of helpful content, I have been welcomed and included like family and greatly appreciate the interactions between all the members. Team Run Smart really is a community."

Sign up to join the Team Run Smart community.

For more information, go to <http://www.teamrunsmart.com/>.

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Pacifico Reflections - Accepting Me



by: Mike McGough

She had known her for years as a timid, pessimistic, unmotivated soul who wore her shortcomings like a lead weight. Then all of a sudden, she went through this metamorphic change. Her outlook was brighter, her level of initiative had soared, and she had achieved a new level of peace with herself and her world. Her sister asked her what

had caused the big change and she shared a great story. She told her friend about how she had identified her worst enemy and broke away from that person's paralyzing control. This is the story she told in her own words.

"This person who had been holding me back for years had never really accepted me for who and what I was. I always wanted her approval and even though I didn't know it at times, I was constantly seeking it. Some how I never seemed to measure up. Between she and me there were often periods of long silence. Then, out of nowhere, she would say something that was so hurtful that it would bother me for days and sometimes weeks. Whether she intended to or not, she often undermined my best efforts and sapped the strength right out of any plans I would make. I'd get

this great idea about something I wanted to do, and sure enough she'd give me a thousand and one reasons why I either couldn't or shouldn't. She picked things apart even before I could try them.

"If I made a mistake, she was right there. At times she was so cruel that she'd call me stupid and remind me of every past mistake she could think of. And she had a great memory when it came to my mistakes. I wish she had been as good at recalling all the things I had done right. There were times when I would actually try to come back at her when she was putting me down, but it was useless. Her accusations, cruel reminders, and negative comments were often more than I could rebut.

"There were times when I wished she would just leave me alone. I wanted her to stay out of my life,

and let me have a little space and some freedom. Sure, I knew I'd still make mistakes, but I was sick and tired of having her rub them in my face all the time. She was dragging me down.

"When I finally resolved to do something about her, I felt a sense of inner power. I had had enough and I was going to end her reign of internal terror. The morning I came to this realization, the very moment I had finally resolved to do something to help myself, I had the most ugly wakeup call of my life. This negative, initiative-destroying, undermining, and ultra-pessimistic person I could never please was none other than me. I had been doing it to myself all along and had never realized it until that fateful morning.

"For years, I had been my own worst enemy. When I talked to

myself, I left every possible negative factor influence what I said. I couldn't please myself and after years of failing to do so, I had formed an all but insurmountable barrier between me and what I wanted to do in life. Well, not anymore. I had had enough of me badmouthing me and undermining everything I tried to do. From that point on, if I didn't have something kind or productive to say, I was not going to talk to myself. I was not going to ignore my mistakes, because I was sure that I would continue making them from time to time. But, they were no longer going to be the hallmarks by which I measured my life, and determined what I would and would not attempt. Mistakes, failures, and setbacks were going to be learning experiences as I set out to accomplish, succeed, and enjoy what life held for me. I resolved

to end the relationship that I had had for many years with my worst enemy."

With that comment she concluded her story with a knowing smile. Her sister talked to her some years later, and her internal friend and she were still getting along just fine. They liked each other and had learned a new level of mutual respect. They had come to terms that supported her best efforts. She had found a new level of peace that had given her a whole new perspective on herself and life. She turned that perspective into a piece of advice that she shares every chance she gets. His simple reminder is, "The next time you talk to yourself, check to see if you are talking to a friend or an enemy!"

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The Value Of Used And Rebuilt DDECs



growing trend to replace good DDEC IIIs with DDEC IVs. Touching on my article from July I've even seen an ECM rebuilder take a more valuable DDEC IV core from a customer and return a DDEC III in its place unfortunately programmed for a GK60 with the wrong timing and fueling.

Detroit doesn't support the DDEC III anymore but I do. The DDEC III can produce as much power as a DDEC IV if programmed correctly and DDEC IIIs have no battery to go bad and leak. DDEC IIIs are more difficult to rebuild but easier to repair than DDEC IVs. This is nothing new. We're talking about 20 year old computers here! For years the value of DDEC IIIs and DDEC IVs were the same until the last 12 months.

So, my question is, "Why now?" You might think S60s in gliders but that's been going on for nearly a decade. The only thing I can think of is E-log compliance. I might just have to buy myself one and see how well I can make it work with a DDEC III.

For you DDEC II owners out there. I have a few GU60 500hp 1650ftlbs DDEC II programs in the field and so far, everybody's happy.

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

July 2017 marked the beginning of my third year of being in business for myself. I imagine the transition from being a company driver to an owner-operator is a similar experience. As an employee, I only needed to know some aspects of the business and what I needed to know came easily because it was something I already had strong aptitude in. Now as a business owner-operator what I need to know has expanded exponentially and that can be a heavy burden to bear. I hate paperwork, I'd rather be fixing or building something. Participating in Kevin Rutherford's annual CMC was one of the first experiences I had with the burdens owner-operators face. For better or worse being an owner-operator puts business front and center. There's more risk but more reward and you only get paid if you produce. Staying in touch with the needs of the industry and how and why those needs change is something that pays back dividends. The Law of Supply and Demand. It applies to the trucking industry as much as anything else.

Lately I've noticed a trend in the DDEC world that I can't ignore. As an ECM rebuilder, I keep an eye on what core buyers are willing to pay for a used ECM in unknown condition. A core buyer is someone who goes around to salvage yards and service shops and buys up what they believe is rebuildable salvage. They then resell it to core rebuilders in bulk. Right now, on average the value of a DDEC III is half the value of a DDEC IV. The value of DDEC IIIs is going down and the value of DDEC IVs is going up.

You'll know from my previous articles that I'm a big fan of the DDEC III when used on 1993-97 Detroit's but in 2017 I've seen a



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Show Class - 3rd-Lynn Ragels, Canton, MI - 1995 Peterbilt 379; 2nd-Harvey Zuidema, 1957 DIVCO - *Milk Truck*; 1st-Mike Manuel, 2015 Peterbilt 389 & 2017 Mac - *Autism - One of Many*

Custom Paint - Bobtail - 3rd-Bill Schlueter, 1996 Kenworth W900 - *Shovelhead*; 2nd-Terry Ashlinger, 1996 Peterbilt 379 - *Old Glory*; 1st-Kenny 1998 Kenworth W900L - *Ol' Rugged*

Custom Paint - TT Combination- 3rd-Justin Congdon, 2005 Peterbilt 379 & 2016 Muv-All - *Sub Zero*; 2nd-Robert Hallahan, 2006 Kenworth W900 & 2015 Great Dane - *Big Orange*; 1st-Kenneth Fisher, 1997 Peterbilt 379 & 2015 Retinour - *Fully Involved*

Custom Graphics - Bobtail - 3rd-Robert 2013 Peterbilt 389 - *Miles of Memories*; 2nd-Jake Robak, 2006 Peterbilt 379 Car Carrier - *End of Watch*; 1st-David Price, 2018 Freightliner Cascadia - *The American*

Custom Graphics - TT Combination - 3rd-Paul Rissler, 1996 Peterbilt 379 & 2008 Great Dane - *Risslerbilt*; 2nd-Brian Dreher, 2016 Peterbilt 389 & 2016 Great Dane - \$\$\$; 1st-Mike Manuel, 2015 Peterbilt 389 & 2017 Mac - *Autism - One of Many*

Polish & Detail - Bobtail - 3rd-Ron Brubaker, 1993 Peterbilt 379 - *One of a Kind*; 2nd-Jake Robak, 2006 Peterbilt 379 Car Carrier - *End of Watch*; 1st-Aaron Spiniolas, 2001 Peterbilt 379 - *Cream of the Crop*

Polish & Detail - TT Combination - 3rd-Kenneth Fisher, 1997 Peterbilt 379 & 2015 Retinour - *Fully Involved*; 2nd-Shawn Swanson, 2002 Kenworth W900B & 2010 Retinour - *Pure Attitude*; 1st-Brian Dreher, Campbellsport, WI - 2016 Peterbilt 389 & 2016 Great Dane - \$\$\$

Interior - OEM Sleeper - Bobtail - 3rd-Gerald Lehman, 2000 Kenworth T600 - *Sweet Sixcess*; 2nd-Barry Cook, 1987 Peterbilt 359; 1st-Paul Saline, 2009 Kenworth W900L - *Satisfaction*

Interior - OEM Sleeper - TT Combination- 3rd-Brian Dreher, 2016 Peterbilt 389 & 2016 Great Dane - \$\$\$; 2nd-Shawn Swanson, 2002 Kenworth W900B & 2010 Retinour - *Pure Attitude*; 1st-John & Kim Jaikes, 1999 Kenworth W900L & 2006 Utility - *ONLY CLASS*

Interior - OEM Conversion Sleeper - 3rd-JR Schlenger 1980 Kenworth W900A - *KT*; 2nd-Terry Ashlinger, 1996 Peterbilt 379 - *Old Glory*; 1st-Justin Congdon, 2005 Peterbilt 379 & 2016 Muv-All - *Sub Zero*

Interior - Custom Sleeper - 3rd-Daniel & Phyllis Snow, 1996 Freightliner Classic XL & 2006 Utility - *The Goose*; 2nd-Michael & Jackie Wallace, 2007 Freightliner Coronado & 2014 Great Dane - *Semper Fi*; 1st-Jayme & Whitney Snow, 1999 Freightliner Classic XL & 2015 Great Dane - *The Duck*

Lights at Night - Bobtail - Road Legal - 3rd-Bob Tubbs 1996 Kenworth W900L - *High Maintenance*; 2nd-Jay Blackbourn 2016 Peterbilt 389 - *Haulin Ass*; 1st-Bill Schlueter, 1996 Kenworth W900 - *Shovelhead*

Lights at Night - Bobtail - Show Only - 3rd-Danny Autullo, 1993 Peterbilt 379 - *Lawless*; 2nd-Mike Robinson, 1979 Peterbilt 379; 1st-JR Schlueter, 1980 Kenworth W900A - *KT*

Lights at Night - TT Combination - Road Legal - 3rd-Brian Dreher, 2016 Peterbilt 389 & 2016 Great Dane - \$\$\$; 2nd-Mike Manuel, 2015 Peterbilt 389 & 2017 Mac - *Autism-One of Many*; 1st-John & Kim Jaikes, 1999 Kenworth W900L & 2006 Utility - *ONLY CLASS*

Lights at Night - TT Combination - Show Only - 3rd-Jayme & Whitney Snow, 1999 Freightliner Classic XL & 2015 Great Dane - *The Duck*; 2nd-Daniel & Phyllis Snow, 1996 Freightliner Classic XL & 2006 Utility - *The Goose*; 1st-Michael & Jackie Wallace, 2007 Freightliner Coronado & 2014 Great Dane - *Semper Fi*

Lights at Night - Specialty - 2nd-Thomas & Kathy Placer, 2008 Ford F650 Flatbed - *The Beast*; 1st-Jake Robak, 2006 Peterbilt 379 Car Carrier - *End of Watch*

2017 Walcott Truckers Jamboree Super Beauty Truck Contest Winners List

WT: Cabover - WINNER:Matt Schluenger, 1993 Kenworth K100E - *Not Daddy's Money*

WT: Company Truck - Bobtail - 2nd-David Price, 2018 Freightliner Cascadia - *The American*; 1st-Timothy Wheeler, 2015 Peterbilt 379

WT: Company Truck - Combination - 3rd-David Williamson, 2016 Volvo VNL64T & 2016 Great Dane; 1st-Michael VanNess, 2015 Peterbilt 579 & 2016 Walker; 1st-Zach Pletcher, 2015 Peterbilt 389 & 2015 Mac - *Simply Red*

WT: Specialty - 2nd-Thomas & Kathy Placer, 2008 Ford F650 Flatbed - *The Beast*; 1st-Jake Robak, 2006 Peterbilt 379 Car Carrier - *End of Watch*

WT: 2017-2014 Bobtail Conventional - 3rd-Travis Brubaker, 2016 Peterbilt 389; 2nd-Justin Nodorft, 2016 Peterbilt 389; 1st-Jay Blackbourn, 2016 Peterbilt 389 - *Haulin Ass*

WT: 2013-2007 Bobtail Conventional - 3rd-Rodger Nelson, 2013 Peterbilt 386 - *She Thinks My Tractor's Sexy*; 2nd-Paul Saline, 2009 Kenworth W900L - *Satisfaction*; 1st-Robert Errthum, 2013 Peterbilt 389 - *Miles of Memories*

WT: 2006-2000 Bobtail Conventional - 3rd-Eric Downs, 2000 Freightliner Classic; 2nd-Gerald Lehman, 2000 Kenworth T600 - *Sweet Sixcess*; 1st-Aaron Spiniolas, 2001 Peterbilt 379 - *Cream of the Crop*

WT: 1999-1993 Bobtail Conventional - 3rd-Bill Schlueter, 1996 Kenworth W900 - *Shovelhead*; 2nd-Kenny Graber, 1998 Kenworth W900L - *Ol' Rugged*; 1st-Ron Brubaker, 1993 Peterbilt 379 - *One of a Kind*

WT: 1992 & Older Bobtail Conventional - 3rd-Tim Miller, 1982 Peterbilt 389; 2nd-Lonnie Frank, 1976 Kenworth W900A - *Spirit of 76*; 1st-JR Schluenger, 1980 Kenworth W900A - *KT*

WT: 2017-2012 Combination - 3rd-Shane Jungemann, 2015 Peterbilt 389 & 2012 Wilson; 2nd-Brian Pete, 2015 Peterbilt 389 & 2016 Mac; 1st-Brian Dreher, 2016 Peterbilt 389 & 2016 Great Dane - \$\$\$

WT: 2011-2003 Combination - 3rd-Brent Cross, 2004 Kenworth T800 & 2011 Utility; 2nd-Robert Hallahan, 2006 Kenworth W900 & 2015 Great Dane - *Big Orange*; 1st-Michael & Jackie Wallace, 2007 Freightliner Coronado & 2014 Great Dane - *Semper Fi*

WT: 2002 & Older Combination - 3rd-Kenneth Fisher, 1997 Peterbilt

Friday night included fireworks displays, a truck light show and plenty of fun for the whole family!

Saturday afternoon local favorite North of 40 hit the stage; just prior to the Super Truck Beauty Contest awards ceremony and Antique Truck Plaque presentation.

"The Walcott Truckers Jamboree is a celebration of trucking," said Heather DeBaillie, Iowa 80 Truckstop's marketing director. "It's a great privilege to be able to not only honor drivers and their hard work, but to showcase trucking to the general public as well."

Iowa 80 Trucking Museum also celebrated the 100th birthday of its 1917 Velie last during the Walcott Truckers Jamboree with birthday cake and balloons at the museum.

Next year's Walcott Truckers Jamboree will be held July 12-14, 2018.

- All
Photos by
Dan Pollock

WALCOTT, IA... The World's Largest Truckstop celebrated America's truckers last week with 44,523 drivers and their families as well as local residents during the 38th Annual Walcott Truckers Jamboree. Visitors came from 25 different states and two Canadian provinces to display their trucks. The Walcott Truckers Jamboree has been celebrating truckers, rain or shine, since 1979. "My family

is proud to have been serving the trucking industry for 53 years. says Delia Moon Meier. "The Walcott Truckers Jamboree is our chance to thank all of the men and women who deliver the good we need every day, and we are honored to do so." During the three days, guests enjoyed over 143 exhibits; a Super Truck Beauty Contest with 72 contestants; a fantastic antique truck

display with over 170 vehicles; delicious Iowa pork chop cook-out; Trucker Olympics; Carnival Games; and free concerts. Mary Sarah performed Thursday night, courtesy of CAT Scale, and wowed the crowd with her amazing voice. Country music Collin Raye hit the stage on Friday night to a crowd of thousands. Tony Justice opened for Raye. Both were presented by Mobil Delvac. Both Thursday night and

2017 Walcott Truckers Jamboree

All Photos by Dan Pollock



For complete photo coverage go to www.movinout.com

Page Trucking And The Titus Family – From Settlers To Modern Day Transportation



Palmer and Herbert Titus.



Dan Titus



continued from page 1

to employ many people with knowledge and experience in the molten metals industry. To date Page Trucking has moved over 1 billion pounds of molten metal.

The development and growth of the company was not without its setbacks. As Herbert once stated, "A good lesson isn't cheap and a cheap lesson isn't any good."

Keith Titus's wife Debbie took over the business in 1999 while it was struggling through an economic downturn and the unexpected passing of the founder, Keith Titus. She was urged to liquidate, but instead mortgaged her house to save the business. Keith had discouraged his children, Dan and Piper from joining the family business until they had gained experience at other companies. In 2003, after passing on law school

and working as a financial services broker, Dan joined the company to help his mother turn things around and in 2005; Page Trucking finally turned a profit. In 2008 Dan's sister Piper, an MBA Business graduate left the accounting firm she was working for, setting the stage for Dan and Piper to purchase the company from their mother Debbie in 2012.

Today Dan is CEO/President of Page Trucking and oversees the operational end of the company and Piper is CFO in charge of financial operations. Together Dan, Piper and many loyal drivers and employees have turned Page Trucking into a 100 million dollar company, operating over 1,000 pieces of equipment. Page has about 500 power units and approximately 400 are leased contractors. "We are a

family of dedicated transporters who have been supporting the Most Professional Drivers and serving our customers for 36 years," said Dan Titus.

Page Trucking goes to market as Page Transportation, Page E.T.C. (Environmental Trucking Company), Page M.T.C. (Molten Trucking Company) and PMM (Page Material Management), all of which are wholly owned subsidiaries of Keith Titus Corp. The company hauls and manages agricultural feed and fertilizer as well as industrial and environmental, hazardous and non-hazardous bulk commodities in addition to general bulk materials, molten metals and flatbed freight. There is plenty of freight in need of qualified candidates to haul it. Work is available for semi-dumps, end dumps,

tankers, pneumatic trailers, roll offs and flatbeds. Page Trucking is looking for both company drivers and owner-operators with specific skill sets to serve their customers. Hazmat endorsements are encour-

aged but not required. Page Trucking does not lease purchase equipment, however the company has established credit relationships with regional banks that Professional Drivers can use inde-

pendently to buy their first truck or upgrade their current truck. These banks offer preferred lending rates to Page contractors and also helps them to establish their own credit lines. Dan Titus said, "We want owner-operators to learn, develop and grow while working for Page Trucking. Fostering programs and encouraging independence from our contactor/partners is an important part of who we are and who they are. We have high standards of expectations from our drivers, but it comes with a financial premium to them as well."

There are no age requirements on equipment, only that it must pass a DOT inspection. Page is leasing and hiring throughout the country, particularly East of the Mississippi.

Page Trucking is located in Weedsport, New York at the junction of I-90 and Rt. 34. The Titus family is proud to be a part of the Cato and Weedsport, New York communities and have actively supported both for many years. Dan has 4 children and Piper has 2 children – hopefully someday they too will join the company, carrying forward the Titus family's business legacy for a 7th generation.

For additional information call 800-233-2126 or visit www.pagetrucking.com

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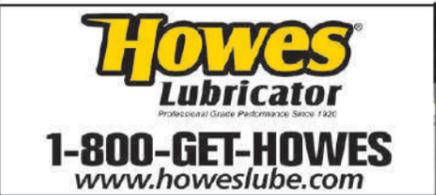
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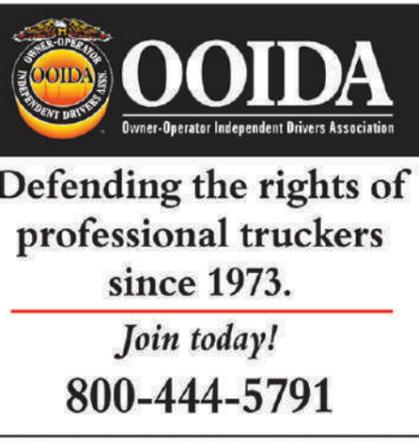
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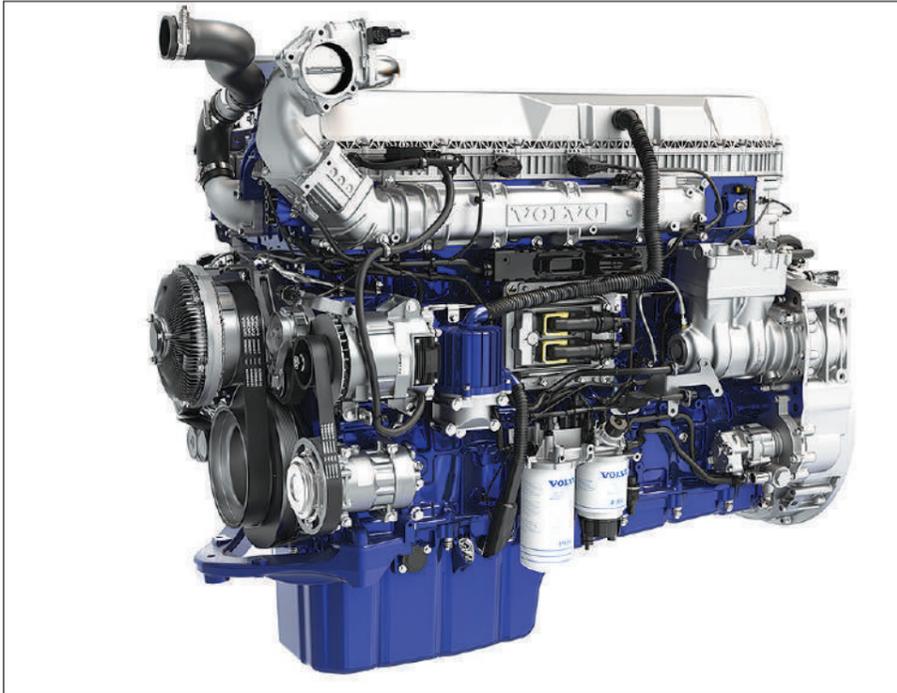


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September 10-16, 2017

Professional Drivers Move America!

Volvo D13 Turbo Compound Engine Powers New Volvo VNL Series to 7.5 Percent Improvement in Fuel Efficiency



Volvo Trucks North America's new VNL series delivers up to 7.5 percent improved fuel efficiency when spec'd with Volvo's innovation-packed D13 Turbo Compound engine (D13TC), providing customers a potent combination that is raising the standard for performance and efficiency in long-haul trucking.

Designed for customers with long-haul, steady-speed operations, the 13-liter Volvo D13TC utilizes turbo compounding technology that recovers energy typically wasted through the exhaust, converting it into useable mechanical energy that is transferred back to the engine. The 50 additional horsepower is fed directly to the crankshaft, resulting in up to a 6.5 percent improvement in fuel efficiency from the engine alone when compared with previous GHG14 D13 engine models.

XE packages rely on Volvo's fully integrated I-Shift automated manual transmission to downspeed the engine, enabling a cruise rpm up to 300 rpm less than the average truck sold today, saving fuel.

The VNL series comes standard with the Volvo D13 engine, with the D13TC available as an option. Customers choosing Daycab and VNL 400 models also have the op-

tion of spec'ing the 11-liter Volvo D11 as an alternative. The 15-liter Cummins X15 is also available in the VNL series.

All three Volvo engines feature the patented wave piston, which employs a uniquely designed piston crown with ridges to burn fuel more efficiently. A proven common rail fuel injection system improves fuel efficiency by enabling finer control and more accurate fuel injection.

The engines also feature a revised EGR flow sensor with a new double-wall casing to reduce condensation and soot buildup in cold weather, preventing downtime. An available two-speed coolant pump also contributes to improved fuel efficiency as a result of reduced parasitic losses. The new intake throttle enables a faster warmup when the engine is started.

New VNL Daycab and VNL 400 models equipped with the Volvo D11 deliver up to 425 horsepower and 1,550 lb.-ft. of torque, combined with an up to 2.5 percent fuel efficiency improvement compared with the previous D11 engine. New VNL models spec'd with the D13 feature up to 500 horsepower and 1,850 lb.-ft. of torque.

All VNL models come standard with the Volvo I-Shift AMT, with the I-Shift with Crawler Gears available

as an option. All I-Shift AMTs come with I-See, an intelligent cruise control system that memorizes the topography of the road to optimize shifting and throttle applications to save fuel.

Volvo proprietary engines and the I-Shift AMT are monitored by Volvo Remote Diagnostics, a factory-installed telematics system that proactively monitors and diagnoses critical engine, transmission and aftertreatment trouble codes.

She Weighed And Won!



Alexandra Corbin (center) is congratulated by Will Moon (left) and Delia Moon Meier (right).

WALCOTT, IA... On Friday, July 14th, shortly after 11:30 am Alexandra Corbin's life got a whole lot better when she was presented the keys to her new truck! She is the lucky winner of a 2017 Ford F250 4x4 Pickup in CAT Scale's Weigh to Win® Sweepstakes.

Alexandra's name was drawn as the CAT Scale Weigh to Win Sweepstakes Grand Prize Winner and awarded a trip to the Walcott Truckers Jamboree at the Iowa 80 Truckstop in Walcott, Iowa. She is a driver for U.S. Xpress, Chattanooga, Tennessee. Alexandra says, "When I first got the email and the paperwork that I was a winner, I thought it was a scam. Then I talked to the people at CAT Scale and actually had a load that brought me to Walcott a few weeks ago. I saw the truck in the parking lot and then I knew it was real and I got so excited."

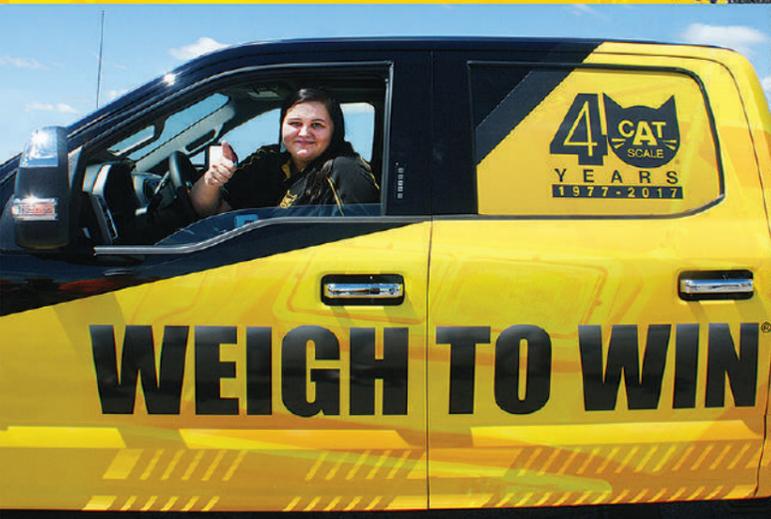
Alexandra always uses CAT Scale because of the guarantee and will now be a forever loyal customer. Her new 2017 Ford F250 is loaded with all the bells and whistles.

Each time a driver weighed on a CAT Scale they had a chance to win prizes instantly by playing the Weigh to Win Sweepstakes online at weightowin.com! In addition to the Ford F250, CAT Scale gave away over 5,800 prizes valued at over \$110,000.

SHE WEIGHED AND WON!

Congratulations to ALEXANDRA CORBIN
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Peterbilt And Paccar Financial Announce Medium Duty Fair Market Value Lease Program

DENTON, TX... Peterbilt has partnered with PACCAR Financial (PFC) to offer an attractive fair market value (FMV) lease program in the United States. The program offers a Peterbilt Model 337 with a 26-foot Supreme van body on a 60-month term with monthly payments as low as \$799, depending on vehicle specifications.

"The Model 337 FMV Lease program gives Peterbilt customers a great opportunity to lease the high quality Medium Duty Model 337 and take advantage of extremely competitive pricing," said Robert Woodall, Assistant General Manager - Sales and Marketing. "Customers will benefit from the reliability and durability of the Model 337

through its lightweight features and ergonomically designed interior while also maximizing their cash-flow through reduced payments." Visit www.paccarfinancial.com or a participating Peterbilt dealer location for more information. Dealership location information can be found at www.peterbilt.com/dealers.

The Maine Professional Drivers Association (MPDA) To Host Trucker Appreciation Day On September 11, 2017

The Maine Professional Drivers Association (MPDA), in conjunction with the Maine State Police Commercial Motor Vehicle Enforcement Unit, will hold a driver appreciation lunch on Monday, September 11, 2017 to celebrate National Truck Driver Appreciation Week. The Association invites all commercial truck drivers to a free lunch at the northbound York Scale Facility in York, Maine from 11:00am to 4:00pm that day. Members of the Maine Professional Drivers Association will cook and serve lunch while Maine Commercial

Motor Vehicle officers will set up a full Level One inspection demonstration (on a demo truck) and be on hand to answer any questions about inspections and the weighing facility. There will be no regular inspections on trucks or drivers coming in for lunch during this period.

MPDA thanks the Maine State Police, the Maine Turnpike Authority, and the Maine Motor Transport Association for their cooperation in recognizing professional drivers during National Truck Driver Appreciation Week.

For more information, contact MPDA President Rob Fernald at 207-838-1074 or president@mpda.org.

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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.

Congress Proposes Delay of ELD Mandate

Grain Valley, MO... The Owner-Operator Independent Drivers Association (OOIDA) thanks U.S. Representative Brian Babin (R-TX-36) for introducing legislation that would delay an electronic logging (ELD) mandate for two years.

OOIDA says, among other problems, there are too many unanswered questions about the technical specifications and enforcement guidelines of the mandate, warranting a delay of implementation by the FMCSA (Federal Motor Carrier Safety

Administration). "The agency has failed to answer important questions from Congress and industry stakeholders about this mandate," said Spencer. "This includes issues related to enforcement, connectivity, data transfers, cybersecurity vulnerabilities, and many other legitimate real world concerns," said Spencer.

"The agency refuses to certify any ELD as compliant with the rule, thus leaving consumers with no idea if a device they purchase is indeed

compliant." Babin's bill, H.R.3282, the ELD Extension Act of 2017, would extend the current implementation date from December 2017 to December 2019.

"We thank Rep. Babin for realizing the serious problems associated with implementation that can only be avoided by putting off the mandate," said Todd Spencer, executive vice president.

Spencer said that the Association encourages OOIDA members to get involved in its "Knock Out Bad Regs"

campaign and will continue to communicate with Congress and the Administration about this and other regulations. The Owner-Operator Independent Drivers Association is the only national trade association representing the interests of small-business trucking professionals and professional truck drivers. The Association currently has more than 158,000 members nationwide. OOIDA was established in 1973 and is headquartered in the Greater Kansas City, Mo., area.

"Before You Jump, See The General"

There was a time in England's history when suicide was at a high rate and the famous London Bridge seemed to be the designated place for committing the act.

And when General William Booth, founder of the Salvation Army heard of the suicides, he commissioned one of his officers to take a sign to the point where people were jumping.

The sign simply read, "Before You Jump, See The General."

Many who came to that position left the desire to live no longer, went to talk with the General and their lives were saved.

Too often we jump without seeing the General. The General to whom I refer is Jesus Christ. He has the answer to life's problems. He has the light that dispels darkness. He has the way that leads from the wilderness into streets of gold and through gates of pearl.

Most of us have information. Few of us are willing to make the application. We listen to what He has to say but never do anything at all about it. The man who gets what God has in store for him is the man who learns what is in the provision and then he yields himself in total obedience to follow Christ.

Before you jump, see the General. Someone once said, "If you do not want people jumping down your throat, keep your mouth shut." That's good advice, but if we go see the General, He sweetens life and leads us to victory.

ELD SOLUTIONS DEVICE NOW SELF-CERTIFIED ON FMCSA ELD REGISTRY

Brentwood, TN... ELD Solutions (ELDS), which launched earlier this year, is intensely focused on helping fleets and drivers meet the federal electronic logging device (ELD) compliance rule that goes into effect this December. The company has announced that its device registration and self-certification with the Federal Motor Carrier Safety Administration (FMCSA) is complete.

"We're excited that ELDS' device is now certified by the FMCSA," said Jeffrey Farrington, vice president of ELDS. "Our primary goal has always been to provide the easiest-to-implement solution for the industry. We've carefully and intentionally designed a device that gives companies and owner-operators the simplest solution for ELD

mandate compliance. ELDS is proud to offer a product that is FMCSA registered and compliant and one that simplifies every step of the process from ordering to installation and training."

FMCSA's mandate requires the majority of commercial drivers to transition to electronic logging devices by December 18, 2017. ELD manufacturers are required to register their device

with the FMCSA and self-certify that the ELD meets the technical specifications of the ELD rule and is compliant. This ensures that drivers will have ELDs that are accurate and compliant when recording and storing information.

The registered and certified FMCSA device from ELDS meets and exceeds all minimum requirements of the new law. With no up-front costs, ELDS offers dedicated-device packages and bring-your-own-device (BYOD) packages that vary from simple ELD compliance to a full suite of telematics tools. A simple, competitive monthly fee is all that is needed for companies to gain access to the ELDS app from one easy-to-navigate website. Each ELDS package includes a tablet, ELD module, ECM plugs and quick-start instructions.

ELDS is focused on maximizing efficiencies that ensure companies are getting the most hours of service out of every vehicle and that drivers can safely maximize their earning potential when on the road. Created by experienced trucking professionals and transportation leaders, ELDS is the only electronic log provider specifically focused on ease-of-ordering and implementation for carriers. Beyond electronic logging, they offer vehicle and trailer tracking, IFTA mileage reporting, driver communication tools, engine diagnostics, driver behavior monitoring and more. To order or to learn more about ELDS, please visit www.eldsolutions.com or call 855-696-ELDS (3537).

Fyda Freightliner Western Star of Northern Kentucky Opens New Full-Service Dealership

Fyda Freightliner Western Star of Northern Kentucky opened for business on Monday, July 31 in Walton, Kentucky. Sitting on 14 acres, the 46,000 sq. ft. full service truck dealership is conveniently located at 11095 Dixie Highway, which is situated on I-71/I-75 at Richwood exit 175.

"We opened yesterday (July 31st) and we couldn't be more pleased. Our first customer actually walked through our doors last Friday and we had the part he needed in stock," says Dan Ruhe, general manager. "We chose the Northern Kentucky area in order to better serve our current customers within their home bases, while expanding our services to a wider area where customers won't have to deal with the delays associated with travelling to Cincinnati across the Ohio River. We are now the only full-service Class 8 truck dealership on I-75 in Northern Kentucky, and are pleased that we have been able to create 40-plus new jobs to date to support the local economy, with many more job opportunities on the horizon." Fyda Northern Kentucky offers extended hours of operation six days a week. The parts and service departments open Monday through Friday 7 a.m. to 7 p.m. and Saturday 7 a.m. to 3 p.m. Truck salespeople are available Monday through Friday 8 a.m. to 6 p.m. and

Saturday 8 a.m. to Noon.

Customers are invited to take advantage of opening service specials which include a Dyno Health Check for \$299, Hunter Total Axle Alignment for \$199, and DPF Cleaning for \$250. Customers interested in these services can make appointments by calling (859) 379-7330. A Flywheel Turning Special is running for \$65, or free with any clutch purchase. All opening specials are valid through December 2017.

Fyda Northern Kentucky will carry a large inventory of new Freightliner and Western Star and all-makes pre-owned heavy- and medium-duty commercial trucks. The parts department offers free parts delivery and carries approximately \$1 million in Freightliner and Western Star OE parts, a full line of all-makes truck parts and components, and selected trailer parts. The 24-bay service department is a certified warranty center for Freightliner, Western Star, Detroit, Cummins, Eaton, and Meritor, and features a chassis engine Dyno and a Hunter computerized alignment rack. Full maintenance and repair services are available for all brands of commercial and large recreational vehicles including DPF and DOC cleaning and maintenance, flywheel machining, glass repair, and radiator repair service. All Fyda Freightliner technicians are factory trained and certified on the latest diagnostic equipment.

Since 1954, Fyda Freightliner has been committed to partnering with customers in the commercial vehicle industry to help them succeed. Today, the company is an award-winning and nationally-recognized dealer of Freightliner and Western Star trucks and Sprinter commercial vans, with dealerships located in Ohio and Pennsylvania. Through our unwavering commitment to excellence and our Unifying Principles, we work hand in hand with our customers to provide the best service possible. The Customer is First at Fyda Freightliner.

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

AFTC Launches Food Safety Compliance Self-Assessment Tool

Arlington, VA... The American Trucking Associations' Agricultural and Food Transporters Conference, along with the American Frozen Food Institute, launched a new online self-assessment tool to help motor carriers evaluate their processes and procedures for complying with the Food Safety Modernization Act.

The tool generates a detailed readiness report and indicates where action may be needed by food shippers, carriers, receivers and loaders to ensure their compliance with FSMA implementation. The tool, designed in partnership with Seneca Corp., is available to purchase for \$199 to ATA members and \$495 for non-members.

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Carrier Transicold to Offer New EPA-Approved Refrigerant for North America Truck and Trailer Systems

ATHENS, GA... Carrier Transicold will begin offering the new-generation refrigerant R-452A as an alternative for use in its truck and trailer refrigeration systems, following the July 21 announcement that the Environmental Protection Agency has approved the refrigerant for transport refrigeration applications. Developed by the refrigerant manufacturing industry to reduce environmental impact, R-452A has a global warming potential (GWP)

that is almost half that of R 404A, the hydrofluorocarbon (HFC) refrigerant used in most land-based transport refrigeration applications. Carrier Transicold will offer the new refrigerant as an option to R-404A later this year.

"As a near drop-in substitute, R-452A offers similar levels of refrigeration performance, fuel efficiency, reliability and refrigerant charge in new equipment as R 404A, and we are pleased to be able to make it available to refrigerated transport operators seeking a lower GWP option to advance environmental sustainability," said David Brondum, director, product management and sustainability, North America Truck, Trailer, Rail, Carrier Transicold.

R-452A is a refrigerant blend with a low-GWP hydrofluoroolefin (HFO) as one of its key components.

"Carrier Transicold has extensive experience with R-452A, having first offered it in 2015 to help Europe's transport refrigeration industry respond to the European Union F Gas Regulation, which is driving down Europe's use of traditional HFC refrigerants with higher GWPs," Brondum explained. Extensive work has been done by Carrier Transicold in preparation for a similar transition in the U.S.

Brondum noted that the EPA has not banned R-404A for transport refrigeration applications, enabling refrigerated haulers to choose the option best suited for their operations. This allows for considerations of price and availability, fleet size and maintenance budgets.



Carrier Transicold will offer R-452A, a refrigerant option with nearly half the global warming potential of the traditional truck and trailer refrigerant.

"Going forward, fleets may want to consult with their Carrier Transicold dealers to determine which refrigerant solution is appropriate," Brondum said.

While Carrier Transicold will continue to offer R-404A, it will also provide R-452A as an option for new model Vector™ and X4™ Series trailer refrigeration units, Supra® truck units and direct-drive truck units that currently use R 404A. The new refrigerant can also be used as a drop-in replacement for Carrier Transicold units already in service, although certain older models may require component retrofits or software updates, which

can be accommodated through Carrier Transicold's network of authorized dealers.

"Carrier Transicold's larger goal of reducing the GWP of its transport refrigeration equipment goes well beyond the benefits of R-452A," Brondum noted. "We are committed to pursuing the commercialization of HFC-free refrigerants in road transportation refrigeration by building upon our expertise with CO2 refrigerant, also known as R-744."

CO2 refrigerant has a GWP of only 1, roughly 2,000 times better than R 452A and 4,000 times better than R-404A. It is also non-

flammable, non-ozone-depleting, globally available and cost effective. Carrier has successfully applied CO2 refrigerant in CO2OLtec® stationary commercial refrigeration systems widely used throughout Europe, in NaturaLINE® container refrigeration systems used by major container shipping lines in support of global commerce, and prototype trailer refrigeration trials with two major European supermarket chains.

For more information about R-452A for transport refrigeration applications, turn to the experts within Carrier Transicold's North America dealer network.

Cummins Connected Diagnostics™ Is Now Available Through Zonar's Smart Fleet Management Solution

COLUMBUS, IN... Zonar and Cummins Inc. are announcing the availability of Cummins Connected Diagnostics to customers using Zonar's smart fleet management solution, delivering critical information to operations managers that can help optimize the performance of their fleets.

By obtaining data through Zonar's V3™ telematics control unit, Cummins Connected Diagnostics wirelessly connects your engine to Cummins for immediate diagnosis of engine fault alerts. To learn more, visit cumminsengines.com/connected-diagnostics or zonar-systems.com/partners/cummins/connected-diagnostics.

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they are often over looked, and not thanked enough for the tough work they do to keep our country moving. We have seen much in our 25 years in the industry, but one thing is constant, and that is the importance of quality drivers that take pride in the work they do. We at JK Hackl wanted to take a moment to thank not just our drivers, but all drivers. From all of us at JK Hackl.

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DIDJA KNOW - ONLINE DATING



By Roger Clark

Beginning in 2001, while in my fifties, I discovered online dating. What a great idea! No more meeting in bars. No more hoping in church. No more picking up hitchhikers.

I should have known better. If something so filled with complexity, chemistry, and paranoia is advertised as simple, cheap, and easy, then it's probably a good time to run. But I didn't.

I did think it was a good time to start. It wasn't. I did believe I could handle it. I couldn't. I did expect others to tell the truth, the whole truth, and nothing but the truth. They didn't.

But then, neither did I. I fudged on my weight, embellished my talents, and photoshopped my profile

picture, while expecting others to be forthright. Some who saw my profile pic even thought I was preaching from a pulpit. Little did they know it was a reflection of my shortlived career as a nightclub DJ, beer signs wiped clean by the geek squad.

Thirteen times in a row, a first date was the last date. They were nice. They were gracious. They were gone, often before dessert was served. Some said grace. Some really needed it. Some didn't know what it was.

Some looked like their picture. Most didn't. Some talked like they wrote. Many couldn't. A few were conversational. A lot were not.

ME: Are we ready to order, or would you prefer I do it for us?

HER: Um, okay....

ME: You were really raised by apes, taught by monks, and baptized on Pork Chop Hill?

HER: Well, Yeah....

One online "date" sent me a camera she had packed in blueberries. No pictures. Just the camera. And the blueberries.

Another sent a dated photo taken 20 years earlier. Yet another, whom I'd never met in person, sent a snapshot of herself wearing boots. Just boots.

I dated hairdressers, nurses, bureaucrats, and public speakers. Another was a minister. Still another was a

truck driver. I thought we'd have a lot in common, that one. We didn't. One was even a college professor, teaching Shakespeare, and we did have a lot in common. She was my long lost sister. (Just kidding!!!).

There were many lessons learned, from this experiment. When a potential mate says they're just looking for adventure, *they are*. If their most important priority is the grandchildren, *believe it*. If they refer to the 'former spouse', *then it's neither!*

For those of you considering online dating, here's a few suggestions: If you're willing to relocate, *say so*. If you're not funny, *don't try*. And for heaven's sake, please don't post a photo taken with a 1970's polaroid camera! Oh, and while you're at it, don't brag about your ex, bring your mother on the date, (this actually happened once, at the The Home Of Thrown Rolls in Springfield, Missouri), or play text tag during dinner with your Facebook friends. After all, it could very well be the first day of the rest of your week!

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MOVIN' OUT Calendar of Events

September 9 – 2nd Annual Cable Truck Show – CTI Shop, 2876 Route 286, Saltsburg, PA. Featuring Trucks, Hot Rods, Bikes and Anything you're proud of! DJ, Food Vendors, Various Sponsors, American Legion Post 18 will be selling beer. For info call 724-639-9073 and ask for JJ or Jeff.

September 9 – Maple Lane Barn Party and Fundraiser – Doyle Farm, 767 Franklin Rd., Mercer, PA. All proceeds to benefit charity. Call Bill at 724-679-8259 for more information.

September 10-16 – National Truck Driver Appreciation Week

September 10 – 19th Annual Northeast Professional Truck Drivers Charity Challenge – Sherman Square, Devens, Massachusetts. – Driving skills competition in 9 different classes of vehicles to benefit the Kids at St. Jude Children's Research Hospital – Includes kids' activities, barbeque, raffles, non-CDL drivers' challenge and many awards for driving competition. Optional pre-trip inspection competition and rules knowledge test. For more information contact Fred Schenk at necharitychallenge@gmail.com or 781-469-5988. Check us out and/or pre-register at the event website at www.necharitychallenge.org

September 16 – 2nd Annual Country Roads Truck Show – Jane Lew Truck Stop, directly off Interstate 79, exit 105, Jane Lew, WV. Truck Show - Over \$1,000 in cash and prizes. Trophies for Top 3 in Classes. Music & Food, Vendors, Games, Raffles Awards Ceremony – FUN FOR ALL! Free Admission. For more info call 304-884-7219. Email: Contact@wvtruckshow.com or visit www.jltruckstop.com

September 16 – 2nd Annual Hammer Down Big Rig Show & Shine – Dakota Centennial Park, 2500 Longspur Trail, Mandan, North Dakota 58554. Non-judged event for Semi-Trucks and Class Cars. (All trucks are welcome.) No registration fee and free to the public. Food and beverages available for purchase.

September 16 – 41st Annual TBG / ETC / XDP Sponsored U.S. DIESEL TRUCKIN' NATIONALS & MOTORSPORTS SPECTACULAR - RACEWAY PARK, ENGLISH-TOWN NJ. The largest single day all diesel truck show & race in the USA. Over 2,000 participants, 200 exhibitors & vendors and the biggest evening diesel thrill show. Fast family fun for all. Now in it's 41st year. For more info go to: www.usdieselnationals.com or www.racewaypark.com. Phone: (732)-446-7800. For further e-mail: info@raceway-park.com

September 23-24 - Guilty by Association Truck Show & Customer Expo - 4 State Trucks, Joplin, MO. Family Friendly fun-filled weekend with the crew at 4 State Trucks and Chrome Shop Mafia for the Guilty By Association Truck Show (GBATS) in Joplin, MO. For more info phone 888-875-7787 Ext 161 or email:gbatsinfo@4statetrucks.com

September 23 – Come Out And Cruise For Jeffrey – Hookstown Grange, 1198 State Route 168, Hookstown, PA 15050. Show and Cruise for Big Rigs, Classic Cars and Motorcycles. Benefits Jeffrey McCartney, a young boy who was mauled by a dog while protecting his friend on the way home from the school bus stop. Show and Cruise will be from 3:00-7:00 pm, registration begins at 1 pm. There is no registration fee, but donations are greatly appreciated. Cookout food, including hamburgers, hot dogs, pulled pork, chips, dessert and a beverage – minimum donation is \$5 per meal. Chinese Auction. Sponsored by the Community Benefit Committee. For more info contact Community Benefit Committee President Merry M. Smith at 724-312-2222. For Cruise info, contact Dave Wilson 304-670-2586, email: Demodave@yahoo.com. They are seeking sponsors and donations, call Sally Cain for more info at 724-987-2414.

September 24 – Maine Trucking for Kids Convoy & Truck Show – Scarborough Downs, Scarborough, Maine. Benefits Camp Sunshine, Camp Postcard and local police department youth programs. Includes touch-a-truck vehicles, truck show with awards for best looking trucks, driving competition, raffles, displays, barbeque, Dunkin Donuts. 8:00-3:00 pm. Convoy will depart at noon and convoy through South Portland and Scarborough streets. All types of trucks are welcome, encouraged to display and participate in the convoy. Registration from 8:00 to 11:00am. For more info contact Jim Costa at jcosta@sacoriver.net or 207- 420-1816 (www.mpd.org/trucking4kids)

September 25-29 – North American Commercial Vehicle Show (NACVS) – Georgia World Congress Center, Atlanta, GA. For more info visit http://nacvsshow.com

September 30 - Special Olympics Convoy and Truck Show - South Carolina Farmers Market West Columbia SC. Come Join us for the convoy around the Capitol of SC and truck show hosted by the Palmetto Classic Iron Chapter of the ATCA. Fun for all, please contact Phil Hrynenko@ 843-925-1173 or Michael Still at 803-530-1791.

October 7-8 – Truckers 4 Hope Jamboree – Clinton County Fairgrounds, 98 Race Track Rd., Mill Hill, PA 17750. Benefits Cystic Fibrosis #Hope4Hayze. Adults \$7, 12 and Under – Free. Non-Judged Semi Truck Show, Semi Truck Pulling on Sunday/Vendors, Camping, 4x4 Truck/Tractor Pulls, Kids Pedal Pull, Farm Tractor Display, Awards, Live Music. FAMILY FRIENDLY! For more info contact Jason Smith 570-660-7281.

October 14 – LCM Southern Classic 2017 Truck Show - LeeHi Travel Plaza, Lexington, Va. Non Judged event hosted by LargeCarMag. For more info: www.largecarmag.com or 717-806-8907.

October 22 – Bowles Farms Cornfield Cadillacs Truck Show – Bowles Farms, 22880 Budds Creek Rd., Clements, MD 20624. show Truck Entry Gates open at 9:00 am. Family Event – corn maze, petting zoo and much more. Admission includes all attractions. Rain date – October 29th. For more info call 301-672-3221.

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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Trail King Introduces Versatile New MG-HG Trailer



MITCHELL, SD... Trail King Industries, Inc. a leading trailer manufacturer of open deck and materials hauling trailers serving a wide variety of markets, is pleased to announce the introduction of their Commercial MG-HG detachable gooseneck trailer featuring interchangeable gooseneck styles.

The Commercial MG-HG trailer is engineered to offer exceptional corrosion resistance. Moisture trapping areas have been designed out of the structure of the trailer, minimizing the build-up of road debris and moisture accumulation that leads to corrosion. The entire trailer is primed and painted before air, hydraulic, and electrical lines and decking are installed for complete protection from the elements. Optional lightweight, aluminum features, including aluminum I-beam or box beam cross members, outer rails, decking, and front and rear channels, provide even more

corrosion resistance.

"Our newest detachable gooseneck delivers the strength and dependable performance that Trail King is known for," said Rick Farris, Vice President of Sales & Marketing for Trail King Industries. "The Commercial MG-HG represents the next step in the evolution of our mechanical gooseneck trailer. The most notable demonstration of this is its ability to accommodate a variety of gooseneck styles. The Commercial MG-HG offers the most standard equipment of any trailer of its kind on the market, plus a variety of options, for the ultimate in hauling versatility."

The rugged Commercial MG-HG comes standard with the full-width mechanical gooseneck and is engineered to accommodate four interchangeable gooseneck styles. Goosenecks can be ordered in either full-width or narrow-width, and mechanical or hydraulic to

accommodate different customer demands and provide maximum flexibility.

Trail King will be showcasing the Commercial MG-HG at the National Commercial Vehicle Show in Atlanta, GA, September 25-28, 2017 in booth #3470.

Trail King Industries, Inc., headquartered in Mitchell, SD, is the leading manufacturer of a complete line of trailers. With trailers ranging in load capacities from 12,000 pounds to 1,000,000 pounds, Trail King has trailers to serve a wide variety of applications for markets as diverse as construction, commercial hauling, agriculture, waste and recycling, and specialized transport industries. Over the years, Trail King has built a reputation for quality, reliability and performance that is unsurpassed. For more information visit: www.trailking.com.

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Working Show Truck Of The Month – Chad Cooper



truck, added a set of 7" Lincoln Chrome exhaust complete with a y-pipe, and Bad Ass Customs front and rear fiberglass fenders for that low stance. He also stretched the frame to 313" and added polished panels to the frame rails. The end result was the showstopping ride that Chad had always dreamed his truck could be.

Power comes from a 3406E CAT engine that paired up with an 18-speed transmission and a set of 3:55 rears.

Chad's trailer, a 2016 Reitnauer "Big Bubba" curtain side, looks every bit as good as his tractor does. The trailer is equipped with a QuickDraw tarp system and custom features include an 8" arch with 38 chicken lights down each side, a lighted "Bullhauler" nameplate on the polished front bulkhead, and custom fenders & center panels. Let's just say that this is one combo that people definitely turn their heads to get a second look at when it rolls by!

Chad credits his wife Renee and his son Logan for all of their love & support along the way and the

help they've given him on getting the truck to this point. He also wanted to send a big thanks to Bud Reitnauer and his crew in PA, along with Nathan, Chuck, and Chip at Double A Trailers in OH. He also credits Kevin Seger at K&S Welding and Fabrication for all of his custom work, along with Mark Siegal at Exit 99 Engine Builders for keeping him rolling. Phillip, Jackie, and Nate at Rehmart Body Shop helped Chad get the truck looking good after the accident and Juan at Unique Auto Spa in Rooster, OH helps him keep it shining all year long!

Chad Cooper's classy combo might just be next to the definition of Working Show Truck in the dictionary and Movin' Out salutes him for his tireless efforts in getting the loads delivered on time and looking sharp in the process!

Congrats to Chad, Renee, and Logan for representing Movin' Out as our September Working Show Truck of the Month.



by Robert Conrad

Running 650 miles a night between Piqua and Fairfield, Ohio certainly doesn't leave much time for anything but some sleep and getting ready for the next delivery. Chad Cooper would somehow find time to make changes to his 1996 Peterbilt 379 Extended hood to get the truck looking how he wanted it to look.

The truck was involved in an accident over 2 years ago, and that's when Chad decided to give it a full-blown makeover. Chad had a custom paint job put on the



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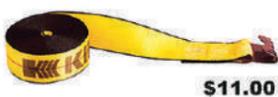


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