



Interim Executive Director, Charlie Morris

Welcome everyone to the busiest moving month of the year. It is June and I am certain the phones are ringing with customers begging for you to find a way to move them this month. If you are an agent for a van line, I am sure you are getting hit with closed dates. As a former sales rep in the moving industry, it was disappointing to have customers wanting you to move them and the capacity was not available. I usually sold close to \$200,000.00 of business in June but if the van line and/or my agency had the capacity, I could have doubled that number. Wish I could come up with a magic pill that would instantly spread the work available in June, July and August over many more months. Of course, reality is that summer capacity has been an issue ever since I got into the moving industry in 1977. I am sure it was a problem long before that as well and has gotten worse as the years go by.

Want to say congratulations to Ryan Bowley. He is the new Executive Director of the Moving & Storage Conference of the American Trucking Associations. We wish Ryan all the best in his new position.

Please welcome our newest PMSA members - Glamour Moving Company, Inc. in Westminster MD, AAA Moving & Storage Company in Easton PA, and Good's Insurance Agency in Leola PA.

As a reminder, as the days get hotter, stay hydrated. May I suggest having plenty of water bottles on hand for your crews to grab as they leave the terminal on their way to the moving jobs each morning. I always found that to be an easy way to show appreciation for the hard work our drivers, helpers and packers do for us out on the job.

Hope everyone has a great summer.

Charlie



President, Rebecca George

Happy Summer Everyone!

Well June is upon us and the crazy busy season is here. Fuel prices are sky rocketing making this season extremely challenging. Please keep your fellow PMSA members in mind if you need labor as our drivers need all the help they can get! Happy Father's Day to all those Dads out there! Stay well and hang in there!



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Acting FMCSA Chief Robin Hutcheson Says Truck Parking a Top Issue

Compliments of Transport Topics

SCOTTSDALE, Ariz. — The acting head of the Federal Motor Carrier Safety Administration said her agency and trucking are in alignment on top issues confronting the industry, and pledged to work collaboratively with fleets to address them.

“There is so much we are working on together,” Robin Hutcheson said during an address to the more than 500 attendees at American Trucking Associations’ annual Mid-Year Management Session. In particular, she talked about the need for more truck parking, as well as steps the White House is taking to ease the industry’s shortage of drivers.

Hutcheson has been the acting administrator of FMCSA since Jan. 19 after serving as a deputy assistant secretary for safety policy at the Department of Transportation. She was [formally selected to lead FMCSA on April 6](#) and her nomination is now before the Senate Commerce Committee.

Hutcheson heard sustained applause when she said truck parking remains a top FMCSA issue, and one that concerns Transportation Secretary Pete Buttigieg.

“We know there is a need for more truck parking,” she asserted. “We are working with our partners. This is another instance where it is not solvable by one entity alone — we are working with our partners at the Federal Highway Administration right now to identify every available funding opportunity that might be put toward truck parking at the state level.”

Hutcheson noted several states, including Indiana and Kentucky, are using technology funded by FMCSA grants that alerts drivers in real time about available parking spots.

“This is a huge safety issue,” Hutcheson said. “A driver who is tired is not the safest driver on the road. We are very interested in helping to solve some of the problems with truck parking.”

She also stressed how the pandemic elevated for Americans the importance of trucking to the nation, and heightened the need to address these issues.

“During the pandemic, a lot of people had the choice to Zoom their way through,” she said, referencing the online meeting platform that rose in popularity during the lockdowns. “Truckers and the trucking industry did not have that option — they had to go into work.”

Boosting recruitment to help fill driving jobs is also a priority, Hutcheson said. She noted that more than 100 companies responded to the Biden administration’s 90-day challenge to offer fully paid training for candidates to obtain a commercial driver license.

“There is more work than there are drivers,” she said. “I think it has been difficult to attract drivers into this profession, and it takes some strategic effort.”

Less-than-truckload carrier Yellow is participating in the program. In March, [Labor Secretary Marty Walsh visited a training facility](#) the carrier opened in Carlisle, Pa. During the visit, Walsh met with drivers, toured the depot and held a panel discussion with company officials.

Hutcheson also credited ATA for its efforts to boost recruitment. “ATA has led the way on the apprenticeship programs,” she said. “Your work over the last six months has been tremendous, and it has paved the way for safe, on-the-job training.”

She also focused on safety.

“[Crashes on our roadways](#) are going in the wrong direction and have been for some time,” she said. “Zero is the right number of fatalities we should accept on our roadways.”

Hutcheson noted that the \$1 trillion infrastructure law President Joe Biden signed last year will significantly upgrade the nation’s highways, ultimately making them safer for trucks and passenger vehicles.

[FMCSA also recently announced a proceeding to consider electronic speed-limiting](#) devices of new Classes 7-8 commercial trucks with a gross vehicle weight of more than 26,000 pounds. The speed at which the vehicles would be regulated has not been determined. The comment period began May 4 and will run until June 3.

“Today, I have focused on this convergence of safety, economy and equity, but I know there is so much more work we are going to do together,” Hutcheson said. “We need to do this together.”

*“Quality means doing it right when
no one is looking.”
- Henry Ford*

PMTA Statement on May 18 Decision on P3 Bridge Tolling

May 18, 2022 6:51 PM

[Rebecca Oyler](#) (Administrator)

PMTA Statement on May 18 Bridge Tolling Decision

The following statement can be attributed to PMTA President & CEO Rebecca Oyler.

PMTA and its trucking industry members were very pleased to read Judge Ellen Ceisler's opinion today granting a preliminary injunction in the case Cumberland County and several municipalities filed challenging PennDOT's Major Bridge P3 Initiative. We are especially grateful that Judge Ceisler recognized the necessity to put a halt to all nine bridge tolling projects across the state because it is clear from her opinion that PennDOT violated the P3 law from the beginning.

From the day the initiative was announced in November 2020, PMTA has pointed out that the agency failed to follow basic steps not only required by law, but also expected of any government action – communicate before acting.

Had they communicated with the Pennsylvania trucking industry, they would have heard that the consequences of tolling would be catastrophic. With diesel prices already at record levels, now is the worst possible time to add \$5000+ per truck per year for trucking companies and other small businesses. These are costs that are ultimately passed on to consumers.

PMTA filed an amicus brief on the lawsuit in a similar case challenging the I-79 bridge tolling project, for which a hearing was held today in Pittsburgh. The same arguments apply to both cases, and we hope that the court ultimately finds them decisive enough to make the injunction permanent.

And although we are pleased to know that no additional motor license funds, 40% of which come from trucks, will be spent on this clear agency overreach, we wonder how many bridges could have been built with the money PennDOT has already spent on the Major Bridge P3 Initiative.

Check out HR Legalist Updates

Compliments of Andrew Horowitz from Obermayer Rebmann Maxwell & Hippel LLP

<https://myemail.constantcontact.com/Here-s-What-You-Missed-on-HR-Legalist---.html?soid=1102405162139&aid=bF4aRai4sZQ>

Rising US traffic deaths put focus on one Philadelphia road

Compliments of thetrucker.com

PHILADELPHIA — Just one more step and the stroller would have been on the curb.

The thought haunts Latanya Byrd years after a driver racing down Roosevelt Boulevard in Philadelphia struck and killed her 27-year-old niece, Samara Banks, and three of Banks' young sons as they crossed the 12-lane road. Today, many of the conditions that led to the fatal 2013 crash still exist.

Since the crash, Byrd became an advocate for safer streets, fighting to get automated speed cameras placed along the boulevard where 10% to 13% of the city's traffic fatalities happened each year prior to the pandemic, city officials said.

And now, amid a national surge in traffic fatalities that federal officials have called a crisis and studies showing Black communities have been hit even harder during the pandemic, plans to redesign the city's "corridor of death" could be gaining traction.

Roosevelt Boulevard is an almost 14-mile maze of chaotic traffic patterns that passes through some of the city's most diverse neighborhoods and census tracts with the highest poverty rates. Driving can be dangerous with cars traversing between inner and outer lanes, but biking or walking on the boulevard can be even worse with some pedestrian crossings longer than a football field and taking four light cycles to cross.

"You would not design a street or a road like that today," said Christopher Puchalsky, policy director for Philadelphia's Office of Transportation, Infrastructure and Sustainability. "It feels like an expressway, but it's in the middle and between neighborhoods."

Many of the city's ideas for fixing Roosevelt have been championed under new federal strategies. In the wake of increasing fatalities, Transportation Secretary Pete Buttigieg has pushed a "safe system" approach, encouraging cities and states to take into account more than just driver behavior when designing roads.

The Biden administration also created funding for safety improvements, including the bipartisan infrastructure law and a \$5 billion federal aid package to cities over the next five years. Federal officials have pledged to prioritize equity when making funding decisions in the wake of a disproportionate 23% jump in Black traffic fatalities in 2020.

"We'll certainly remind the federal government when we are applying for grants of the equity priorities that the leadership has set out," Puchalsky said.

Kelley Yemen, director of Philadelphia's Complete Streets program, said the city is hoping for federal money to begin a long-term redesign of Roosevelt outlined in a study released in 2019. The two options would either make the center lanes a restricted expressway, or cut speeds and convert car lanes to bicycle and transit lanes. Both carry billion-dollar price tags.

The study includes a series of smaller projects to improve safety at high-fatality stretches on the road by 2025, some already started, but residents are skeptical.

Eva Gbaa has been impatient to see changes. Her 17-year-old nephew, John "JJ" Gbaa Jr., was killed in a November 2018 hit-and-run as he tried to cross Roosevelt while walking home after hanging out with friends. He was alone at the time and a lot of the circumstances of the crash were unknown.

A passerby found JJ and called the police, but he died at a hospital. No arrest has been made, and the family still agonizes over how someone could leave the big-hearted boy to die.

Continued on page 6

"Do not be embarrassed by your failures, learn from them and start again."

- Richard Branson

PLEASE BE AWARE:

PENNSYLVANIA STATE LAW AND BATH BOROUGH ZONING ORDINANCES INDICATE NO SIGNAGE TO BE ATTACHED TO UTILITY POLES.

PENNSYLVANIA CRIMINAL AND TRAFFIC LAWS
CHAPTER 69: PUBLIC UTILITIES

SS 6905: Nails and other hard substances attached to utility poles:

(a) Offense defined. -- A person is guilty of a summary offense if he drives a nail or tack or attaches any metal or any substance to or into any pole of any public utility pole line.

(b) Exceptions. -- Subsection (a) of this section does not apply to:

(1) the public utility or its licensee using the poles from affixing its metal or other markers or from otherwise using the poles in its public service; or

(2) the erecting of traffic signs and other signs similar thereto by a municipality when authorized by statute or by the owner of such poles.



“JJ would ask me for money ... but I didn’t know until his friends told me after he passed that he would buy them food if they didn’t have any,” said John Gbaa Sr., JJ’s father. “He loved people. He’d give out his last dollar to his friends.”

JJ and his father had moved to Philadelphia in 2017 to be closer to family and JJ was making huge strides in school. He loved being near his cousins and he would hang on his aunt as she cooked traditional African rice dishes.

“He would say, ‘Auntie, when I graduate, I will go to college and then I will take care of you.’ But he never had the chance,” Eva Gbaa said, tamping down tears. “I hope, I hope they do something to make sure no family goes through this, so it doesn’t happen again.”

The family has started a school in JJ’s honor in their home country of Liberia, the John G. Gbaa Jr. Academy for kindergarten through eighth grade, in hopes of giving his dream of education to others. They pay the teachers and send food, clothing and books to the students with the help of small donations.

Around Philadelphia, aggressive driving during the pandemic drove fatalities to 156 in 2020, a sharp increase from 90 deaths in 2019. Preliminary data from the Philadelphia Police Department showed a decrease in 2021 to 133 fatalities, still above pre-pandemic levels.

The data doesn’t include the race or ethnicity of the people killed, but an Associated Press analysis showed fatalities in neighborhoods where more than 70% of residents are people of color increased from about 50% in 2019 to more than 67% in 2021. The number of accidents happening in the poorest neighborhoods also increased slightly.

Sonia Szczesna, director of active transportation for the Tristate Transportation Campaign, a nonprofit transportation advocacy organization, said Black and brown communities and low-income communities are often the most impacted by high-fatality roads.

“They divide these communities, and often residents have to travel these roadways by bike or by foot without access to high-quality public transportation. So there is an inequity in this infrastructure,” Szczesna said.

Data for the first four months of 2022 showed more pedestrians died on Philadelphia roads so far this year than people in cars. And hit-and-runs were higher in the first four months of this year than the same timeframe in the previous two years, worrying police and other city officials.

But fatalities on Roosevelt stayed steady during the pandemic rather than increasing, Yemen said, largely because, she believes, of the pilot speed cameras.

Byrd, who co-founded the nonprofit advocacy group Families for Safe Streets, lobbied hard for the speed cameras, writing hundreds of personal letters to legislators telling them about her niece and her kids. The cameras went live at eight intersections in June 2020, but only after state legislation, a city ordinance and negotiations with the Philadelphia Parking Authority, which manages the program.

More than 224,000 warning tickets for driving more than 11 mph over the speed limit were issued in the first 30 days of a 60-day warning period, but by February 2021, that number had dropped to fewer than 17,000 tickets, according to data from the parking authority. Overall, speeding is down by more than 91% on the road, city and parking authority officials said.

Despite the impact, the cameras will sunset in 2023 unless extended by the Legislature.

The Federal Highway Administration gave states the green light this year to tap into federal funding to install speed cameras, saying they can reduce the number of injury crashes by 50%.

Byrd’s niece Samara Banks was 21 and pregnant with her first child in 2007 when she found a four-bedroom house a few blocks south of Roosevelt Boulevard.

Her family had reservations because she’d have to cross the boulevard any time she wanted to visit. But Banks’ mother had just died and she needed the larger home so she could take in her four younger siblings and raise her own family.

Byrd said Banks was the kind of mom and auntie who always had something planned. “At all of the family get-togethers, she would always get all the kids in a circle and have them playing games and doing dances, or she’d make up these little skits for them to do. She always had a plan and the kids always came first,” Byrd said.

Continued on page 7

After spending a hot July day visiting and swimming and having water balloon fights with the kids, Banks decided to walk home rather than calling a cab to take her the mile across Roosevelt, as she usually did.

She was pushing her 7-month-old, Saa'mir Williams, and 23-month-old, Saa'sean Williams, in a double stroller. Her 4-year-old, Saa'deem Griffin, was holding onto the stroller and walking beside her.

Witnesses told police that two cars had been racing, weaving between other cars and speeding down the boulevard. One of the drivers lost control and slammed into the family, throwing Banks more than 200 feet and crumpling the stroller. She and the three children died.

Banks' younger sister and 5-year-old son, Saa'yon Griffin, were walking ahead and survived the crash.

Officials have since installed a traffic signal and pedestrian crossing at the intersection, renamed Banks Way in honor of the young mother. The two men accused of racing were eventually convicted or pleaded guilty to charges in the deaths. One of the men was a teenager when his own mother had died crossing Roosevelt Boulevard.

"It was hard. I would tell Saa'yon he needed to be strong, and I remember there was this once he just stomped his foot and said no," Byrd said. "He told me he was tired of being strong and he just wanted his mom and his brothers back. We all do."

Mack unveils new technology

Compliments of thetrucker.com

LONG BEACH, Calif. — Mack Trucks has announced two new safety offerings for customers of the Mack LR® Electric model.

The company made the announcement at the Advanced Clean Transportation (ACT) Expo, held May 9-12 at the Long Beach Convention Center.

First, the Electrify My Refuse Route Program is a unique-to-Mack campaign that rewards customers for sharing their refuse routes to prepare the fleet's readiness for the Mack LR Electric refuse vehicle, according to a news release.

Second, Mack announced the availability of Sensta Technologies PreView collision warning technology on several Mack models, including the Mack LR Electric.

"Mack continues to invest in programs and technology to improve the total cost of ownership for customers," Jonathan Randall, Mack Trucks senior vice president of sales and commercial operations, said.

"Helping our customers achieve their sustainability goals, the Electrify My Refuse Route Program mitigates costs associated with electrification infrastructure. Along with sustainability, safety remains a priority for the refuse industry and Mack. PreView improves safety for drivers and others on the road, alerting operators when an object is in a blind spot and helping customers, and the industry, maintain enhanced levels of operating safety."

Through the Electrify My Refuse Route program, customers download the Mack Route Recorder app to receive up to \$750 in Mack parts gift cards for sharing valid refuse collection routes, the news release stated.

Customers who then purchase or lease the Mack LR Electric refuse vehicle can receive \$25,000 for charging hardware reimbursement and \$10,000 in additional charging reimbursements for each further vehicle purchased.

To qualify for parts gift cards and the additional incentives, customers email Mack their recorded collection routes.

The customer is then rewarded \$250 in gift cards for each submitted qualified route, with a limit of three per customer.

Those who receive charging hardware reimbursement following a purchase or lease are limited to specific charger models and manufacturers.

PreView is available on the Mack LR Electric, diesel-powered Mack LR and Mack TerraPro models.

Continued on page 8

Utilizing four radar sensors, one on each side of the vehicle, the PreView radar system detects objects and Vulnerable Road Users (VRU) that may be located in a driver's blind spot. Vulnerable Road Users are pedestrians, cyclists and motorcyclists, according to the news release.

Indicators in the A-Pillars flash lights and audible alerts are sounded when the system detects a metallic object or a VRU in a blind spot. Available as an option and factory-installed on new builds, customers may also retrofit their trucks with PreView by contacting their local Mack dealer.

The next generation LR Electric, launched in March 2022, features 42 percent more energy and a standard 376 kWh total battery capacity offering an increased range, according to Mack.

Featuring twin electric motors, the Mack LR Electric offers 448 continuous horsepower and 4,051 pound-feet of peak output torque from zero RPM. The LR Electric has a two-speed Mack Powershift transmission, Mack mRIDE™ suspension and Mack's proprietary S462R 46,000-pound rear axles.

"Easily identifiable by a copper-colored bulldog on the cab denoting the electric drivetrain, the LR Electric's vehicle propulsion is offered through four NMC (Nickel Manganese Cobalt Oxide) lithium-ion batteries that are charged through a 150 kW, SAE J1772-compliant charging system," the news release stated.

The four batteries also provide all power for every onboard accessory, driven through 12V, 24V and 600V circuits.

The two-stage regenerative braking system helps recapture energy from the hundreds of stops the vehicle makes each day with an increasing load.

Mack began serial production of the LR Electric in 2021 at its Lehigh Valley Operations facility in Macungie, Pennsylvania, where all Class 8 Mack vehicles for North America and export are assembled.





PMSA / April 2022

MONTHLY REPORT

Food collected and delivered

MONTHLY

No donations reported last month!

YEAR TO DATE

852 lbs.
710 meals

ALL TIME

2,448,466 lbs.
2,040,388 meals

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2022 PMSA Invoice

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2022 Advertising Sponsorship (Website & Newsletter)	\$300.00

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You may pay dues and sponsorship online via credit card or PayPal online at <https://www.pennmovers.org/dues-sponsorship>

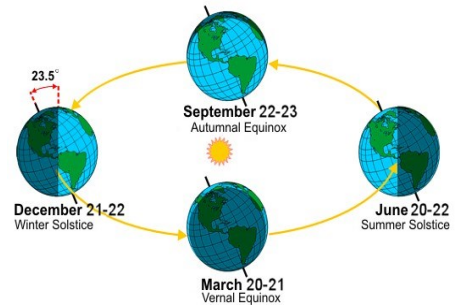
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Dates To Remember

June 14: Flag Day
 June 20: Father's Day
 June 20: Summer Solstice



Happy
 Father's
 Day!



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[PMSA Official Facebook Page](#)

Fuel Prices

[U.S. On-Highway Diesel Fuel Prices*\(dollars per gallon\)full history XLS](#)

	5/9/2022	5/16/2022	5/23/2022	Change from	
				week ago	year ago
U.S.	5.623	5.613	5.571	-0.042	2.318
East Coast (PADD1)	5.907	5.944	5.905	-0.039	2.67
New England (PADD1A)	6.339	6.431	6.371	-0.06	3.221
Central Atlantic (PADD1B)	6.318	6.36	6.325	-0.035	2.919
Lower Atlantic (PADD1C)	5.58	5.605	5.568	-0.037	2.431
Midwest (PADD2)	5.386	5.346	5.293	-0.053	2.094
Gulf Coast (PADD3)	5.339	5.295	5.216	-0.079	2.187
Rocky Mountain (PADD4)	5.461	5.468	5.498	0.03	2.136
West Coast (PADD5)	6.071	6.075	6.081	0.006	2.33
West Coast less California	5.628	5.619	5.603	-0.016	2.208
California	6.461	6.477	6.502	0.025	2.455
<i>*prices include all taxes</i>					



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- 4 Wheel Dollies

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- New Milford, CT
- Brookfield, CT

MidAtlantic

- Newark, DE
- Manassas, VA

SouthEast

- Charlotte, NC
- Augusta, GA

MidWest

- Clinton Township, MI
- Naperville, IL

South

- Houston, TX
- (Carrollton) Dallas, TX
- Albuquerque, NM

West

- Aurora, CO
- Phoenix, AZ
- Santa Ana, CA
- Livermore, CA
- La throp, CA

NorthWest

- Tualatin, OR
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PLASTIC CRATE SALES AND RENTALS



CORRUGATED LIFTVANS





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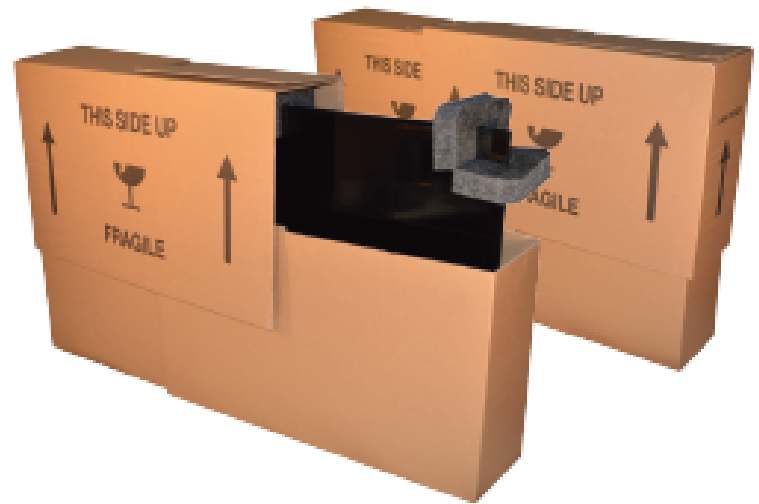
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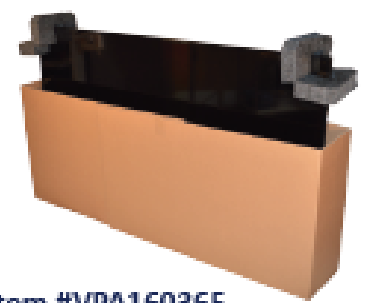
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