

Tell us a little about yourself... We started in 1973 moving Colorado Well Service's Workover Rigs (Julius Poole & Hershel Pilcher). We worked under them as trucking authority at that time through the federal government was limited to only selected Trucking Companies. After several years, we wanted to expand our trucking business, so Steve took a Truck Pusher job for B&M Trucking (Buck and Gloria Pollard) in Rangely, we also leased our trucks to them. We moved rigs in the area. This is when we started moving Drilling Rigs in the Chevron Field and surrounding area.

With Steve's experience in Heavy Hauling and Rig Moving; we got to know the people at John Bunning Transfer Co Inc out of Rock Springs, WY, a family operation since 1895. They made us an offer that we couldn't refuse, so we jumped on board and once again expanded our territory of operations. In apx 1976 we leased our trucks to them and began team operations. We helped each other in moving Drilling Rigs and all oilfield equipment in Colorado, Utah and Wyoming.

At this time the government Trucking Authority was beginning to be challenged, the common people wanted to see it opened up to all people. I attended meetings in Denver with other people like us who had that desire, knowing that the current system only supported a few. It all ended up for good, as the Transportation Industry changed.

The Motor Carrier Regulatory Reform and Modernization Act (Motor Carrier Act of 1980 (MCA) is a United States federal law which deregulated the trucking industry. This was a part of the sweeping reduction in price controls, entry controls, and collective vendor price setting in US Transportation; it began in 1970-1971 and continued on into the 1980s. This was collectively seen as a part of deregulation in the US Transportation and signed in by President Carter. This was very welcomed by the people. Especially those who had to lease their trucks out to the "few" and pay them the first 25-35% of their income. Since all products were either railed or trucked, this opened up a huge industry to all American citizens who were given the opportunity to benefit from this Legislation. It removed 45 years of excessive and inflationary Government restrictions and red-tape off of the back of American people and businesses. It gave the trucking industry greater flexibility and new opportunities for innovation for the American people

As the oilfield has historical booms and busts, we took part in that bust of the 1983ish fall. It was a sad time in our personal history but a sad time in the oilfield industry as well, we were not alone as many fell alongside us. But good men are resilient, America still has opportunity!!

Due to the deregulation of the transportation industry, the Motor Carrier Act of 1980, in April of 1995 Urie Trucking obtained its own Authority to operate. Urie Trucking Heavy Haul and Oilfield Services began again, but under its own authority for the first time. Experience is a great teacher in life.

So here we are today, 2022 our 49th Year of Heavy Haul Trucking – moving the Big Iron with our experienced boys now, Brian and Alex, working with us and have learned the skills from their Dad. We continue on, experts in the world of Heavy Haul Trucking Services in the Oil and Gas Industry. In 2003 we expanded into Heavy Equipment Operations - road maintenance, reclamation, building roads and locations, etc. A good synergistic relationship.

It has been an interesting ride through the 49 years and with God's direction, we will continue on to serve our community, Colorado, Utah and Wyoming customers for years to come.