Former Load Planner Amy Barron has been named Terminal Manager of BCT operations in Jackson Alabama, according to Operations Manager Mike Hayes.

The announcement was made last month, but Barron has since relocated with her family and is already making progress towards several goals for the terminal that was first opened in 1992.

Originally, the terminal was operated with a manager and dispatcher with a number of company trucks. But that changed and has been functioning with a part-time person doing office administrative work and contractor Mike Connerly taking care of maintenance and repairs.

“Our growth in the region and the likelihood of additional growth made it important for us to have a strong manager at that location,” said Hayes. “Amy is perfect for the spot given her knowledge of the fleet and her years of success as a dispatcher and load planner.

She began her career with the company in 2004.

Barron has been working with the Southern Fleet based in Jackson for the past five years. Originally she worked out of the BCT offices in Boise but later worked from an office at PCA Salt Lake-South.

(Continued on page 13)
No preventable wrecks

Drivers start year with a big zero

“It was a great month for all of our fleets,” said Randy Bailey, BCT Manager of Driver Services and Safety. “Zero preventable accidents in the month of January.

“Excellent, especially given the tough winter we’ve had in the West,” said Ross Corthell, PCA Director of Transportation. “Keep it up folks.”

Fleets travelled 981,388 miles during the month and many of those miles were safely completed in dangerous winter driving conditions.

Company trucks travelled more than 280,000 miles while Owner-Operators logged nearly 701,000 miles.

Bailey noted that there were four incidents of a minor nature including two non-preventable accidents.

“Congratulations to our drivers...keep up the good work,” Bailey said.

ACCIDENT FREQUENCY

2017 1-Month AFR

<table>
<thead>
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<td>0</td>
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<tr>
<td>TOTALS</td>
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</table>

*Any accident in which our driver failed by defensive driving to do everything reasonable to prevent the accident.

** The number of preventable wrecks per million miles of travel.

New Drivers

Welcome to new and returning drivers who have joined the ranks of BCT, Inc. and Boise Trucking Operations during the past month (by publication deadline)

Wayne Smith of Clifton, Texas Jan. 10 as a new driver for Owner-Operator Dan Murray.

Michael Landry of Oberlin, Louisiana Jan. 16 as a new Centerline driver for DeRidder.

Rodney Ross of Waco, Texas January 16 as a new CTC Waco driver.

Mario Escobedo of Hermiston, Oregon January 25 as a returning Owner-Operator out of Wallula.

Antonio Sandoval of Milton-Freewater, Oregon February 1 as a new Wallula CPC driver.

If you’re an Owner-Operator who knows a driver who would be a good ‘fit’ for BCT 1-800-544-5989, Opt. 5.

See Page 16 for details on how you earn cash for your “Driver to Driver” referrals.
Waco Terminal Manager Ron Bates learned that load locks used to secure mill loads weren’t being returned and ended up in a number of places. Many couldn’t be found and others were damaged.

The problems were many according to the mill’s shipping supervisor Anthony Noriskin. In his emails he said that an order of 300 load locks had “last just around 90 days.” He cited several reasons: “Customers apparently trying to hold onto load locks or are reluctant to let the drivers onto their docks to put them back in CTC trailers; reports of load locks found on the ground in Hockley and load locks arriving in DeRidder under scrap loads damaged and not useable, and we have even found load locks tossed onto the grass on the edge of the new parking lot.”

He said that most of the CTC trailers are wood lined and require load locks to stabilize products loaded.

So the effort to locate and return load locks began in earnest. Bates said one effort by a driver located “seven or eight yesterday” at a customer location.

The effort took on a unique twist when DeRidder Shop Manager Steven Crain and his crew got involved. To provide drivers a secure place to drop off returned load locks, the DeRidder Shop gathered up some material and built a storage box that would be placed near the docks at Waco.

“Thanks to Steven Crain and his mechanics, we are sending over a storage box … and it contains 56 load locks,” said BCT Operations Manager Mike Hayes. In the same message, Hayes also asked dispatch to “keep reminding drivers to bring back the load locks and deposit them in the box.” Noriskin sent a note of thanks as well saying “Great news. Thanks very much for putting this storage box together and for sending the load locks back to us.”

BCT General Manager Dan Bernert thanked the DeRidder crew and Bates in an email. “Thanks for stepping up to resolve a customer concern…a good example of doing what’s right for our customer, not what’s easy.”

DeRidder Mechanic Jimbo Mathis and Shop Manager Steven Crain used material from their scrap pile to build the box above that was sent to CTC Waco for load lock storage.

Waco Driver Alton Montgomery using the load lock storage box.
Winter damage in Northwest leads to frustration, fatigue and back injury

Winter has not been kind to us here in Idaho. At some point Sunday evening, January 9, the metal shelter that protects our travel trailer from the elements, along with a few other items, collapsed from the weight of the snow and accumulated ice. These structures are rated for the snowfall we typically have, but snowfall has been anything other than typical this year. My husband spotted the calamity when he went to get the tractor to plow out our road and driveway.

We safely moved everything we could out of the structure, but the roof was on top of the travel trailer making it impossible to get it out of the shelter (even IF we really could due to all the snow).

Later that week when I was at work, my husband, who is retired, went inside the trailer and its storage compartments to take out items we didn’t want ruined.

In making one of his many trips to the other barn and to the house across solid, uneven ice he slipped with an armload of items and in the process of regaining his balance, he wrenched his back. He had been using his ice spikes on his shoes for weeks, but this particular day for some reason, he had his snow boots on without the spikes.

It took a few days of muscle relaxers, walking with a cane and hot showers to get him back to normal, but it could have been worse; broken bones, sprained or torn ligaments, etc. His states were Frustration and Fatigue and his critical errors were Balance/Traction/Grip and probably a bit of Mind Not On Task due to his Frustration.

Please wear your spikes on the ice this winter. If you don’t have them, they are a wise investment.

-Debbie Saunders
Load Planner/Dispatcher

Tim Saunders, husband of Load Planner Debbie Saunders, slipped on frozen ground while working to limit damage caused by roof cave-in.
Mountain bike wreck leads to concussion from rushing and not staying focused

Safe start story:
What were you doing?
What was your state of mind, and what happened?

Part one—Mountain bike ride in the evening on one of my favorite trails. I was rushing from start as I wanted to get the ride in before the sunset and came unprepared.

I started off great but after a few miles in I knew I had to hurry and that is when it happened. I was not thinking about the trail and obstacles in front me. I hit a rock and flipped over the handle bars and down a small embankment. Seconds later my fall was cut short and a sudden stop by my head hitting a boulder.

Dazed I got up and finished the ride now on full adrenaline to get back to the car. Once I arrived back at car I noticed my helmet was cracked. The next few days I was a bit foggy. I then decided to see my doctor and she ran a few balance tests (which seemed hard) and told me not to ride for a few months as I had a mild Concussion. Two months later I got back on the bike and the same trail with more focus.

What went wrong?
Rushing to complete the trail before sunset and my mind was not focused on the task. This error caused a wreck and an injury that affected me for a few weeks after ride.

What was injury?
Mild concussion

How could it have been worse?
I could have landed on my face and cause a more serious injury or had broken bones.

- Shaun Reilly
Allentown Terminal Mgr.

$100 for clean inspections

Every time an Owner-Operator completes a roadside inspection with no violations...BCT will add $100 to his settlement.

Cash in your pocket

Another good reason for good pretrip inspections checking brakes, lights, tires, crossmembers, etc. And...being sure your log book, credentials and all other paperwork are up-to-date and available for inspection.
A few questions like these will help make you work and live safely

If you ask and answer the following questions or use statements like these several times a week, your safety attitude may be alive and well.

A. “Can we make this job safer?”
B. “How can someone be injured here?”
C. “It’s risky trying to do this alone, I’ll find someone to lend a hand before continuing.”
D. “I make a habit to know the surface and watch where I’m walking... especially on slick or uneven surfaces.”
E. “Before we quit, let’s pick up these tools and sweep the floor.”
F. “I wear these glasses all the time, just so that I don’t forget.”
G. “It’s slick outside, I’m wearing my ice cleats.”

Ultimately, your actions will define your safety attitude. But both words and actions have an effect on your safety attitude and that can affect the safety attitude of those around you — even your own family.

Did you know?

From FMCSA Frequently Asked Questions (FAQs) and regulations

What do you say to drivers who think wearing a safety belt is a personal decision and doesn’t affect anyone else?

First, it is the law. The Federal Motor Carrier Safety Regulations (FMCSRs) require CMV drivers to wear safety belts. Section 392.16 [external link] of the FMCSR (49 CFR 392.16) states, “A commercial motor vehicle which has a safety belt assembly installed at the driver’s seat shall not be driven unless the driver has properly restrained himself/herself with the safety belt assembly.”

Many people are affected by a person’s decision to wear or not wear a safety belt. The consequences of not wearing a safety belt can greatly affect your family and loved ones. What would be the effect on your loved ones if you are killed or seriously injured in a crash as the result of not buckling up?

It is your responsibility to maintain control of your vehicle. Safety belts are your best chance of remaining in control of your truck in a crash or emergency situation.

BCT Accident Reporting

If you've been in an accident (minor incident, animal hit, or anything where damage has occurred)...no matter what time of day or night...

Call 1-800-544-5989 #2

Report of accident must be made as soon as possible after the event.
Here are some pictures at our office when the snow started the evening of Jan. 10 and didn’t stop until the afternoon of Jan. 11. We ended up with between 12-14 inches. To make matters worse, temperatures did not get above 32 degrees to start melting and overnight temps were as low as 8 degrees. On January 17, freezing rain fell in the Portland metro area causing roads to be even more slick and closing the main highway from Portland to Wallula. Our drivers did a great job maneuvering these snow packed and icy roads to get as many loads delivered as possible. Thank you.

Owner Alan Massey above and Terminal Manager Rebecca Moore below.

- TM Rebecca Moore and Dispatcher Jennie Walker
“Every year new information shows up on the issue of drowsy driving,” said Randy Bailey, BCT manager of Driver Services and Safety. “Our industry has worked hard to help professional drivers avoid those dangers and we’ve talked about this issue often.”

Bailey said that while professional drivers have made gains, all drivers need to be aware of “drowsy driving” dangers.

Drowsy driving was reportedly involved in 2.2 to 2.6 percent of total fatal crashes annually during the period 2005 through 2009, nationwide. In 2009, 2.5 percent (832) of the fatalities that occurred on U.S. roadways were reported to involve drowsy driving.

Nearly nine out of every ten police officers responded in a survey that they had stopped a driver who they believed was drunk, but who turned out to be drowsy. According to the National Highway Traffic Safety Administration (NHTSA) data, up to 100,000 police-reported crashes annually involve drowsiness or fatigue as a principal causal factor. That accounts for 1.5 percent of all crashes.

At least 71,000 people are injured in fall-asleep crashes each year and a conservative estimate of annual related fatalities is 1,500. Mountain evidence suggests the numbers are much higher and new estimates are expected. The wrecks will cost $12.5 billion worth of damage.

Young people ages 18 to 29 are more likely to drive while drowsy compared to other age groups. Truck drivers are regulated by law and have a maximum driving time. But all age groups may not know that a substantial amount of lost sleep can be hazardous and can be as hazardous as drinking alcohol and driving.

A study by the Australian Safety Bureau found that being awake for 18 hours was like a 175-pound person having two beers, which would result in a blood-alcohol concentration of 0.05 percent. After 24 hours without sleep, that same person would feel like he had had four beers, a 0.10 percent blood-alcohol content. A person is considered drunk in most states if they register 0.08 percent.

“Please share this information with your friends and family,” Bailey said. “There’s a good chance many people you know and love have had some of the symptoms of drowsy driving.”
Drowsy driving: Check out these facts

• **100,000**: The estimated number of police-reported crashes as a direct result of driver fatigue annually, according to the National Highway Traffic Safety Administration.

• **71,000**: The estimated number of injuries from those accidents.

• **12.5 billion**: The estimated number of dollars lost from those accidents.

• **1,550**: The estimated number of deaths per year from those accidents, as of about a decade ago. Since then, this number has gradually declined to about half its previous level.

• **737**: The number of deaths from drowsy driving accidents in 2012, according to data provided by the National Highway Traffic Safety Administration.

• **2.4**: The percentage of driving-related fatalities caused by drowsy driving in 2012.

• **8.9**: The percentage of driving-related fatalities in Wyoming caused by drowsy driving in 2012, the highest percentage of any state.

• **71**: The percentage of adults between the ages of 18 and 29 who are “likely” to drive while drowsy, according to a 2002 National Sleep Foundation poll.

• **56**: The percentage of men likely to drive drowsy according to that poll.

• **45**: The percentage of women likely to drive drowsy according to that poll.

• **168 million**: The estimated number of people who had driven while sleepy in the past year, according to a 2005 NSF poll.

• **37**: The percentage of adults who had “nodded off or fallen asleep at least once since they began driving,” according to a 2003 Gallup survey.

• **8**: The percentage of drivers who have nodded off or fallen asleep at the wheel in the last six months, according to that same survey.

• **48**: The percentage of those drivers who admitted to nodding off or falling asleep and did so between 9 p.m. and 6 a.m.

• **59**: The percentage of those drivers who admitted to nodding off or falling asleep who did so while posting speeds of 55 mph or higher.

• **Less than 12**: The percentage of people who said they would stop driving when they felt tired behind the wheel, according to a 1999 AAA Foundation for Traffic Safety study.

• **8**: The percentage of drivers who said they would stop for a nap when feeling tired behind the wheel, according to the same study.

**Warning signs of fatigue:**

★ Can’t remember the last few miles driven
★ Drift from lane of travel
★ Experience wandering or disconnected thoughts
★ Yawn repeatedly
★ Have difficulty focusing or keeping eyes open
★ Tailgate; miss traffic signs
★ Have trouble keeping head up
★ Keep jerking vehicle back to the lane

The solution for fatigue is to avoid driving or pull over if you are feeling drowsy.
Proper inflation reduces tire failures
Tire care has many advantages including safety and savings

Tire experts agree that up to 80% of all tire failures occur because of improper air pressure, and more specifically, underinflation.

Underinflated tires generate more heat as they expand and contract while rolling down the road. Elevated temperatures cause tire damage and eventually lead to tire failure. Most of the tire debris and “gators” along the nation’s roadways are the result of these types of failures.

Maintaining optimum tire pressure can save you money and prevent accidents. Tire failures due to improper air pressure require you to replace tires earlier than expected, adding to maintenance costs. Tire failures increase roadside repair costs and cause service delays.

Underinflated tires create more resistance, negatively affecting your fuel economy. In fact, one tire underinflated by 15% can reduce fuel economy by 2.5%.

If one of your tires ruptures and damages another vehicle, you could be liable.

Thumping tires or kicking them, is not an effective way to measure air pressure.

A tire’s age can be determined by looking at the DOT Code located on the sidewall.

Tires are among a trucking operation’s biggest maintenance expenses.

Poor tire maintenance can lead to preventable accidents that can cost you thousands.

(Continued on page 13)
**Night time driving tip**

Darkness may carry a sense of calm and peace for drivers on the road, but it also comes with decreased visibility. This of course greatly increases the risk of accidents.

Drivers should always obey the speed limit, but it’s particularly critical to slow down at night. Some places post separate, lower speed limits for nighttime driving.

As you reduce your speed, increase your following distance. The combination of these tactics improves reaction time and keeps every driver safer on the road.

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**February Anniversaries**

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<th>Drivers</th>
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<td>Wallula BCT</td>
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Chip fleet dominates clean inspection list

Owner-Operators from the Wallula Chip fleet ruled the list of clean inspections during the last reporting period.

Five of the seven inspections that earned drivers the large clean inspection payment were from that Eastern Washington fleet.

All clean inspections now earn drivers $100 on their next settlement. It’s BCT’s way of recognizing drivers whose pre-trip inspections and attention to repairs helped them avoid violations during a roadside inspection.

“Clean inspections are a sign of quality operators,” Bailey said.

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<td>Craig Allison</td>
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</table>

Small trailer hit while backing
On January 3 at a customer location in Grand Prairie, Texas, a company driver was backing to the dock when he scraped a small trailer parked there. The morning accident resulted in a dented fender on the small trailer.

Another truck backs into BCT
A company driver was in Garland, Texas January 5 and parked at a customer location. Another vehicle backed into the tractor causing damage to the mirror, and left fender.

Passing truck hits mirror
On January 11, a company driver was sitting in traffic on Highway 290 when a tow truck passed on the left and clipped his mirror.

Trailer slips off while spotting
A Waco spotter was backing under a trailer at the PCA yard the night of January 10. The trailer was low and the driver hit it a little harder to try to get under it. The trailer slid off and bent the landing gear.

Deer damages Owner's truck
An Owner-Operator was on AL5 near Brent, Alabama just after midnight January 19. That's when he collided with a deer causing damage to his bumper, grill, hood and light.

Concrete block punctures tire
A company spotter in DeRidder was turning onto the scale when he hit a concrete block puncturing the tire and bending a wheel. The incident happened the evening of January 23.

Cooler in road causes damage
This incident was a bit odd. A company driver out of Waco was travelling on highway 63 westbound near Jasper, Texas the morning of January 19. He collided with a cooler that was on the roadway causing damage to the left quarter panel, bumper and fog light.
Proper tire care

(Continued from page 10)

To prevent underinflation, check tire pressure regularly, preferably before driving the vehicle, since air pressure can increase by as much as 15 psi once tires heat up.

Industry experts recommend checking tire pressure at least weekly. Thumping tires with a club or hammer, or kicking them, is not an effective way to measure air pressure. An air pressure gauge is the only reliable way to determine tire pressure. Check the gauge periodically to ensure that it is calibrated properly. Since you probably won’t be able to see tire damage caused by underinflation, keeping your tires inflated to the recommended pressure is the best way to protect against tire damage and premature failure.

TIRE INSPECTION

Regulations (FMCSR) require that tread depth on steering axle tires have a depth of 4/32 of an inch and 2/32 of an inch on drive axle and trailer tires. These are minimum requirements.

To help ensure optimum performance, tires may need to be replaced before tread depth reaches these minimum requirements. Federal and state motor carrier safety regulations require that the driver inspect tires and wheels as part of a daily vehicle inspection.

Tread depth and wear should be checked, along with air pressure. Daily tire inspections should include both a visual and physical examination to identify improper wear or damage, such as punctures, cuts, or bulges. Irregular wear might be a sign that your tires are not aligned or inflated properly. If these conditions continue uncorrected, your tires may need to be retired early or they might fail unexpectedly. Both can negatively affect your bottom line.

TIRE AGE

Tire age plays an important role in tire safety. That is because the rubber that makes up a tire degrades over time, whether the tire is used or not. Recent news reports have examined the growing concern over tire aging and the potential that aging tires can fail suddenly.

Generally, industry experts agree that a tire’s useful life span ranges between 6 and 10 years, depending on how it is used. As a safety precaution, old tires, even if they appear to be in good condition, might warrant replacement. When purchasing tires, make sure you are buying new tires, not tires that have been stored in a warehouse for several years.

A tire’s age can be determined by looking at the DOT Code located on the sidewall of the tire. The three or four digit number that follows the letters “DOT” identifies the tire’s manufacture date. Tires manufactured before 2000 have their production date identified by the last three digits in the DOT string. For example, if the last three digits are 408, the tire was manufactured in the 40th week of 1998. Tires manufactured after 2000 are identified by the last four digits of the number. For example, if the last four digits are 1008, then the tire originated during the 10th week of 2008.

Maintaining proper tire inflation, having a rigorous tire inspection process, and replacing old and worn tires are three important practices that can help keep your vehicles operating safely and save you money. Tires are among a trucking operation’s biggest maintenance expenses. That alone is an incentive to look closely at ways to improve your tire maintenance program. If you factor in the potential that poor tire maintenance can lead to preventable accidents that can cost you thousands of dollars in deductibles and downtime, the incentive is even greater.

Barron is manager of Jackson terminal

(Continued from page 1)

“The idea of moving to the Jackson terminal has been discussed for some time,” Barron said. She said there has been a need for improved communication with drivers, spotters and customers and looks forward to “face-to-face” contacts. She plans to work towards improved customer service with improved on-time delivery, closer attention to maintenance and repair of the trailer pool, and more attention of required paperwork and safety training.

About 15 Owner-Operators are part of the Southern Fleet based in Jackson with trucks from other fleets being regular visitors. Barron said that the biggest part of their work is delivering cut paper to Georgia, the Carolinas, and Virginia. Most of the work serves Office Max and Office Depot.

While business interests created the opportunity, Barron and her family are looking forward to adventure of getting to know the region. Her husband, father and stepson and his family joined in the move. They all ride motorcycles so there will be trips on their Harleys to explore. And there will be family time to enjoy grandchildren and visits to the Gulf Coast.

“And it’s warm here,” she said. She left Salt Lake City as winter snows continued and temperatures in the 20’s prevailed. “Here it’s been in the 70’s.”
Kudos

One way we thank others for their help making our business work and better serving our customers safely.

Wallula crew helps move paper to Salem

From Ross Corthell
PCA Director of Transportation

Kudo’s to Andy’s team (including Bob Hurley) in Wallula and Rebecca’s Team in Vancouver as well as Wallula Mill’s shipping team to get some much needed paper to Salem Container.
Our folks really came together to create a solution that had a lot of moving parts. In the end, we delivered exactly what Salem needed and they were able to deliver on their commitment to their customer and solve a pending problem.
Our greatest reward is helping our core operations like Salem turn our efforts into cash and customer loyalty!
Thanks again, folks, for doing what you do so well.

Chip drivers chip in to get resin delivered

From Paul Fischer
Wallula Dispatch

What a great response from a special group of drivers.
When the resin truck broke down, Wallula Chip Drivers Ramon Alcoser, Chris Bennett, Salvador Anguiano and Michael Nelson all worked together to assure the resin was delivered on time to the Kettle Falls mill.
There was no time lost.
Thank you all for a job well done.

Several drivers help cover Tennessee loads

From Amy Cooper
BCT Load Planner

Thank you to all the drivers who helped us cover all the Counce, TN loads over the last few months.
Don’t know how we would have done it without yall! And thank you to Cory and Ron for helping me making this all happen!

Another reason to appreciate Saunders

From Mike Hayes
BCT Operations Mgr.

I’d like to thank Debbie Saunders for her consistent above and beyond work ethic. Once again this week we had 2 load planners off, and Debbie jumped right in and took over the Jackson fleet without hesitation.
She came in early, stayed late, and did not have any DLATES the entire time she was planning. (I had one the only day I was doing the job). Anyway, I appreciate all you do Deb. Thank you.

Nacho part of team that steps up to need

From Rebecca Moore
Vancouver TM

I would like to tip my cap to Nacho for stepping up to the plate when called upon. We received a call about a HOT load that needed to get picked up at our Wallula

Before you begin a trip, consider these questions as you make your preparations:

- Did I thoroughly inspect my vehicle?
- Are my brakes adjusted properly?
- Am I well rested? Can I react quickly if necessary to avoid a collision?
- Is the windshield clean, inside and out?
- Are my headlights, and other lights and reflective surfaces, clean and working properly?

(Continued on page 15)
Kudos

(Continued from page 14)
mill and be delivered by 5am the
next morning to PCA – Salem.
With a group effort from Andy
Sarrazin (Wallula/TM) and Bob
Hurle’s crew, we were able to get
a loaded trailer unloaded and re-
loaded for Nacho to pick up mid-
day and hit the road to get back
into Salem and do it legally,
keeping in mind that he started
earlier that morning.
Thank you Nacho for stepping
up to the plate and getting our
paper to Salem on a safe and
IN TIME manner.

Congrats to drivers
who get great MPG

From Abel Franco
Industry Terminal Mgr.

Kudos to Industry drivers Ray
Perez, and Robert Vasquez for
making the top 10 list for compa-
yny drivers with the best MPG in
2016. Great job guys

Drivers shovels snow
while waiting for load

From Rebecca Moore
Vancouver Terminal Mgr.

I received a call from the manag-
er at WSI regarding Dmitry.
Brandon Swart wanted me to
know that our driver, during the
heavy snow fall, came in and was
waiting to get loaded. During that
time, he shoveled their walkways
and shoveled the snow out from
under our BCT trailers so that
other BCT drivers could get to
their loads/empties.

He also shoveled around Bran-
don’s vehicle so that maybe he
could get his car out.
Thank you Dmitry for taking the
time to help the folks at WSI

Special thanks for
Salt Lake hospitality

From Mike Hayes
BCT Operations Mgr.

I announced last month that Amy
Barron is now our terminal man-
ger in Jackson, AL. What I failed
to mention was how appreciative
we are to David Mancheski, Te-
resa Sorenson and all the folks
at PCA Salt Lake – South
Just over two years ago they
welcomed Amy into their plant
and treated her like one of their
own. She was given a phone,
internet and fax access, invited to
holiday gatherings, and even had
a couch in her office.
Thanks very much PCA SLC for
treating Amy & BCT like part of
the PCA family right from the be-

Skid Control

BCT FIRST QUARTER 2017 SAFETY TRAINING

Go to: www.protread.com/
1. Click Pro-Tread “User Login”
2. Login:
   • User ID: YourName (no space between names)
   • User ID: YourName (again, exactly the same)
   • Site ID: Type in “200744”
3. Click “Login”
4. Choose “Lesson Menu”
5. Choose “Driver Operations and Safety”
6. Choose “Skid Control”
7. Choose “Accept”
9. Lesson loads and starts automatically
10. You see “Congratulations” when completed. Click
Stop” button to get credit for completing the lesson.
Trucking

Finding good Owner-Operators is important to BCT and we feel our own drivers may be the best source of new people who meet tougher new CSA standards.

- Pat Robinson
Recruiting Manager

Openings now available!

BCT's Driver-to-Driver Recruiting Program

“Finding good Owner-Operators is important to BCT and we feel our own drivers may be the best source of new people who meet tougher new CSA standards.”

- Pat Robinson
Recruiting Manager

Intervention Threshold

<table>
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<tr>
<th>O%CSA BASICS</th>
<th>UNSAFE DRIVING</th>
<th>HOURS OF SERVICE</th>
<th>DRIVER FIT-NESS</th>
<th>VEHICLE MAINT.</th>
<th>CRASH INDICAT.</th>
<th>ISS Score</th>
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<td>47%</td>
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<td>26%</td>
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</table>

Inc = Inconclusive  No Vios = No Violations  * = Exceeds

Improving  Alert

Recommend a driver to BCT and earn cash!

$500 when they sign on
$500 after six months
One cent for every mile they run

Call Recruiting Manager
Pat Robinson
800-544-5989, Opt. 5