Anguiano hits 2 million miles of safe driving

Salvador Anguiano has recently been recognized as one of PCA’s safe drivers who has reached an elite level... Two Million Miles without a preventable accident.

He is one of the large group of company drivers that were hired in 2000 to haul chips out of the Wallula Terminal.

The miles didn’t come easily. For often several months a year, Anguiano is part of a fleet that hauled over the Northeast Oregon Blue Mountains and to parts of northern Washington. He often had to chain up several times during the day.

It was 2010 when Anguiano earned membership in BCT’s Million Mile Club.

A current regular run for him shows how slowly miles add up. A barge comes into Pasco with a load of wood chips from the mill. He travels to the site about 14 miles away, loads in about ten minutes, and delivers to the mill. He can do about ten loads a day for a total of less than 300 miles.

“The fact that he has safely driven two million miles says it all,” said Wallula Terminal Manager Andy Sarrazin. “No matter the conditions or circumstances, (Continued on page 3)
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):

Juan Alers  
January 7 as a new Centerline river for Allentown.

Cass Bradshaw  
January 9 as a new Company Driver for Waco.

Maclobio Robles  
January 21 as a new Owner-Operator for Wallula.

Roberto Ortiz  
moving from Centerline Driver to Company driver January 28.

New truck Owner Houndog Trucking  
February 4 with returning driver Tony Humburg.

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

Four preventable accidents a tough AFR start for new year

Four preventable January accidents resulted in an AFR (Accident Frequency Rate) of 3.12 ...a tough beginning for the new year.

There were two preventable accidents by company drivers and two by Owner-Operators.

Owner Operators and Company trucks travelled a combined 1.28 million miles. Company trucks logged 498,694 miles while Owners covered 783,245 miles.

Randy Bailey, Manager of Driver Services and Safety said the preventable accidents fell in categories of driving too fast for conditions, backing and hitting fixed objects.

“These accidents are called ‘preventable’ for an obvious reason...drivers had complete control over whether they happened or not,” Bailey said.

Accidents are summarized on Page 11.

** ACCIDENT FREQUENCY **

2018 12-Month AFR

<table>
<thead>
<tr>
<th>Preventable Accident*</th>
<th>AFR**</th>
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<tbody>
<tr>
<td>January</td>
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<tr>
<td><strong>TOTALS</strong></td>
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*AAny 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.

2019 1-Month AFR

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<td><strong>TOTALS</strong></td>
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*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.
Anguiano reaches two million miles

(Continued from page 1)

Salvador is up for the job. He fully grasps what it means to be a professional driver and we’re really lucky to have him. “

When he earned his first Million Mile award, Anguiano said he had been working on his driving habits. He said at the time that knowing the routes well and knowing where potential hazards might be were helpful.

But now he says that most of his driving is at night and he sees that as an advantage. There’s a fraction of the traffic and fewer “people going crazy” on roadways.

Anguiano is another driver who started out young ... at 13 years of age hauling materials used in his father’s brick making business in Mexico. He hauled mud, dirt and manure (all ingredients for the bricks) in a 10-speed flatbed truck. He said he used a pillow to see over the steering wheel.

At the age of 16 Anguiano came to the United States with his uncle and worked in the harvest of Oregon’s Willamette Valley fruits and vegetables. When a supervisor learned he had driving skills, Anguiano was selected to haul other workers from a labor camp to the fields and on trips to the market in town.

He returned to Mexico to marry Marta, his childhood sweetheart. When they returned to the U.S., they settled in Pasco, Washington where Anguiano worked picking apples. He became a legal resident through the amnesty program of 1986 and went to work for a local meat packaging operation where he stayed for ten years. He continued his driving part-time hauling potatoes in 10-wheelers on weekends. Labor issues at the meat plant helped him rethink his future and move to driving full time.

After hauling flatbeds with a local firm that was contracted to haul supplies to the Boise Wallula mill, Anguiano hooked up with a local Owner-Operator who was hauling chips out of the Wallula terminal.

He and his wife have five children. They had one grandchild when he received his first Million Mile award. They now have five grandchildren—all girls—with another girl expected soon.

A duplicate of Anguiano’s plaque will be hung with others at the Wallula Terminal. He also received an engraved Seiko watch and will receive a cash award to recognize his safety.
Step-by-step accident procedures for BCT/PCA

AT THE SCENE OF THE ACCIDENT
- Check for injuries.
- Get to safety. Turn on hazards lights, set out flares, triangles. Anything to alert other drivers of the accident. If dark, try to light the area if possible.
- Call 911 and wait for help.
- Call Driver Services & Manager to report accident.
- Cooperate with investigating officer.
- Remember to stay calm and don’t become defensive.
- If police are not involved, exchange information with the other driver. Do not discuss facts or admit guilt.
- Get full name & contact information (PCA/BCT contacts)
- Get insurance company & policy number.
- Get type, color and model of vehicle.
- Location of vehicle.
- Document the Accident.
- Identify the officers.
- Get a copy of the officer’s report.
- Take pictures of all vehicles, surrounding areas, skid marks, debris, and other people involved in accident (if appropriate.)
- Take down names of all parties involved. Involving passengers and witnesses.
- Once the police have completed the investigation, call Driver Services/Manager with details of accident. Example, if citations were given. To who? Were any vehicles towed, where too? Injuries? How severe?

AFTER THE ACCIDENT
Complete accident report and turn it into Driver Services immediately.
The driver should not discuss the accident with anyone other than Driver Services, their manager and PCA/BCT insurance adjuster.
Driver Services should be notified immediately if the driver is contacted by the other driver, attorneys, or other driver’s insurance adjuster regarding the accident.

-Jan Rohr
Risk Administrator

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
Brian Rippy (Transportation Manager-White Paper) retired February 1 after 33 years of service. His problem solving skills and easy going disposition made Brian a go-to resource for paper mill shipping personnel, railroads and carriers. Pictured (L-R) Glen Maryanski, BWP Supply Chain Logistics-Chicago; Ross Corthell, Director of Transportation; Rick Lenz, BWP Supply Chain Logistics-Chicago; Brian Rippy, Melinda Rippy (wife), Dan Bernert, BCT General Mgr.; Bert Westover (BWP TMC), Brian Thompson (BWP TMC), Andrew Weiler (BWP Supply Chain Logistics-Vancouver), Dale Young (BWP Supply Chain Logistics-Vancouver), Glenn Hopkinson (BWP Supply Chain Logistics-Chicago). -Dan Bernert, BCT General Mgr.

What's your MIS?
Most Important Stop
For Allentown Terminal Manager Shaun Reilly, working safe allows time to enjoy outings with his extended family.

It's a BCT thing.
To loved ones and home
Steps solve age-old trailer entry safety issue

DeRidder Shop Manager Chris Bruce ordered this ladder (above) after talking to the guys in the shop about entering and exiting trailers. He is pictured with Mechanic Greg Rappold as they assembled the ladder.

The picture to the right is what we always used in the past. It did make for a pretty big step. This should be a considerable safety improvement.

-Stephen Crane
DeRidder Terminal Mgr.
Rushing, complacency lead to fire that could have been serious

I was cooking macaroni and cheese on my gas stove the other night and after washing my hands I dried my hands on a cloth towel that I always hang on my stove handle.

When I went to put the towel back on the handle, as I’ve done a thousand times before, somehow the towel made contact with the open flame and caught it on fire. Half the towel was on fire in just a split of a second.

Fortunately I was able to quickly extinguish the fire.

The SafeStart states that played a role were rushing and complacency.

It could have been much worse if the fire got out of control, burned my hand, or caught something else on fire in the kitchen.

From now on, I will be more mindful of that open flame and what I’m putting near it.

-Cassie Wood
Driver Services, Safety Analyst

New credentials should be arriving at end of February

Happy New Year! This is another reminder that your BCT license plates are up for renewal March 1st. If you do not want to renew your licensing, we need to hear from you by the end of January in order to meet our deadline. If we do not hear from you by that time, you will be renewed!

Those of you do not have BCT plates but want them beginning in March, you need to notify us by the end of January, also.

This is a heads up as well, to be looking for your renewed credentials, which you should have by the last week of February.

If you have any questions, please call Danelle Holt at 208/805-1327 or 800/544-5989, #4.

Bates attending trucking management institute

Ron Bates, Waco Terminal Manager (second from right) is attending the 2019 Private Fleet Management Institute course in Jacksonville, Florida. PFGM 2019 is an intensive, five-day program that studies the five core disciplines of private fleet management: safety, finance, human resources, operations and equipment and maintenance.

The program features an immersion into best practices, benchmarking and operational excellence in the private fleet community. Bates said his group took first place on their end of the course presentation.

The course is most frequently used to prepare those attending for the CTP (Certified Trucking Professional) exams held at various locations around the nation.
Hitting fixed objects and SafeStart

According to Pro-tread online training, two thirds of all collisions happen in parking lots, and even more, 99.9% of fixed object accidents are deemed preventable.

Not only can these “small” incidents be costly, they also put drivers, customers, and the general public’s safety at risk.

BCT has been training employees in a program called SafeStart for many years now. SafeStart is an excellent program for analyzing incidents and recognizing certain states and errors that may have attributed to the incident.

Below I have analyzed a couple of recent accidents in our fleet using the SafeStart storytelling method.

Incident #1:

What happened? A driver was backing up a tractor/trailer when they struck a parked trailer. What state or states? Rushing, fatigue (happened at 6:30pm), and complacency. What critical errors? Eyes not on task, mind not on task, and line-of-fire. How could it have been worse? A person could have been pinned between the trailers.

Incident #2:

What happened? A driver was turning left and clipped the street sign with the trailer. What state or states? Fatigue (happened at 2:30am) and complacency. What critical errors? Eyes not on task, mind not on task and line-of-fire. How could it have been worse? A pedestrian or vehicle could have been hit instead of a stop sign.

-Cassie Wood
Driver Services and Safety Analyst

10 Tips to avoid hitting fixed objects:

- When in doubt, get out and look (G.O.A.L). This actually makes you look smart, not inexperienced.
- Time yourself when you G.O.A.L, it probably takes less than 30 seconds.
- Keep your focus on your current task and take your time; a crash will undo all your haste.
- Avoid backing, if possible. If unavoidable, use a spotter if available.
- If you’ve never been to a location before, ask about truck-specific directions.
- Don’t run your wheels over any ground that you haven’t first seen with your eyes.
- Idling speed is plenty fast for backing.
- Plan your exit route before you put it in drive. Most parking lot accidents happen on the way out.
- Do a quick walk around inspection of your truck before you leave.
- Low hanging signs and awnings create a high number of crashes.
Drivers: Be sure annual inspections are current

Fleet Maintenance Manager Brent Martell sent out a warning recently reminding dispatchers and load planners of Owner-Operators whose 180-day inspections are due. And he asked they check on trailers that may be past due for inspections.

“If we’re written up for annual inspections violations, the points added to our CSA scores are damaging to both the company and the driver,” said Randy Bailey, BCT manager of Driver Services and Safety. “Those points stay on our record for 24 months (36 months for drivers) and affect the Vehicle Maintenance of our safety score.”

Martel sends out regular reminders to Operations about inspections that are coming due and those that have passed their expiration dates. It is expected that dispatchers get the information to drivers and the equipment is pulled into a shop to meet that federal requirement.

“But a couple have fallen through the cracks,” Bailey said. He said there have been a handful of Owners whose truck inspections had expired and who received a violation from law enforcement. “That should NEVER happen if they are getting their 180-day inspections done,” he said.

Bailey said that while reminders from dispatchers are important, drivers are ultimately responsible to be certain inspections are up-to-date and paperwork is on board for both tractors and trailers.

The specific FMCSA regulation is under Part 396—Inspection, Repair, and Maintenance: 396.17(c) Operating a CMV without periodic inspection. This violation is considered serious and carries a point rating of four.
To facilitate the inspection process, motor carriers and drivers must ensure that required documents maintained in the vehicle and carried by the driver are current prior to being dispatched.

Documents include but may not be limited to:
- State driver’s license or commercial driver’s license (CDL)
- Medical Examiner’s Certificate or waiver and Skill Performance Evaluation Certificate (if applicable)
- Record of duty status (paper logs allowed if exempt from an electronic logging device (ELD))
- Vehicle registrations for the truck or tractor and trailer (if applicable)
- Periodic inspection document for all vehicles being operated
- Shipping papers or bills of lading
- Any receipts obtained throughout the trip
- Information required for hazardous materials being transported (e.g. shipping papers, permits, route plan, etc., if applicable)
- Proof of insurance must be carried in all vehicles
  - All foreign motor carriers must carry proof of liability insurance endorsement (e.g., Form MCS-90)
  - For Mexico-domiciled motor carriers authorized to operate in the U.S.-Mexico commercial zones and municipalities –Proof of insurance must show effective date and expiration date of insurance coverage
  - For Mexico-domiciled motor carriers authorized to operate in the U.S.-Mexico commercial zones and municipalities –Certificate of Registration (MX Certificate)
- If required by the state – Proof of International Fuel Tax Agreement (IFTA), International Registration Plan (IRP) and/or Heavy Vehicle Use Tax

For an overview of the North American Standard Level I Inspection process, you can obtain a brochure or view a video at www.fmcsa.dot.gov/international-programs.

What's your MIS? Most Important Stop

For PCA-Columbus Dispatcher Mike Clark, it’s getting home safe to spend time with his wife, Cindy. Their favorite stop after work is the casino!!!
January Accidents

**Backing**
An Owner-Operator was backing an empty trailer the evening of January 3 when he hit a parked trailer in the lot. The collision was minor and caused a scrape on the other trailer.

**Backing**
A company driver was at the Wallula yard the afternoon of January 1 when he backed into a parked trailer damaging both BCT trailers. His trailer was dented on a corner post and the other 53 foot van received a hole in the front left corner.

**Backing**
The driver of a company truck was backing at a customer location in Houston, Texas when he hit and damaged about 30- feet of chain link fence the morning of January 14.

**Backing**
Another backing mishap was reported January 14 when a driver backed into the yard of a customer’s neighbor. Damage to the Houston Texas yard was deep ruts in grass.

**Not backing**
An Owner-Operator was on Washington Hwy 231 near Ford, Washing the morning of January 21 when he had an accident. He lost control around a curve, left the road and hit a power pole and fence. There was front end, axle and right side body damage to the tractor and front cover damage to the trailer.

**Backing**
A driver in a rental tractor backed into a yellow concrete post at a USPS location in Washington, D.C. The ICC bumper was pulled off the trailer in the January 24 incident.

**Jackknifed**
Damage was reported to an Owner’s tractor and a BCT trailer when the driver applied brakes in slowing traffic near Baker City, Oregon on I-84. The trailer jackknifed.

In addition to a fuel spill, there was damage to the cab, muffler and fuel tanks along with a hole in the trailer.

**Shop door damage**
The overhead door at DeRider shop was damaged as an Owner was pulling out under the guidance of a mechanic January 24.

**Backing**
Finally, in another backing incident, a driver clipped a parked tractor while backing to a customer location at Idaho Falls, Idaho.

The headlight of the other vehicle was damaged.

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**Anniversaries**

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<th>Driver</th>
<th>Location</th>
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<td>ALLISON, CRAIG</td>
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Three more Owner-Operators earn $100 for their clean inspections

Last month there was only one clean inspection to report and this month there are three ... much fewer than we typically see during a reporting period.

Owner Operators Rami Pystoe, Derick Williams and Dale Soulia (from three different fleets) were presented with a safe bill of health after their roadside inspections in December.

“Clean inspections are important,” said Randy Bailey, manager of Driver Services and Safety. “It shows these drivers have done adequate pretrip inspections to be certain they are operating safely and legally.”

Each clean inspection earns Owners $100 which is added to his settlement.

<table>
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CSA Reports for Owner Operators and Company Drivers

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<th>HOURS OF-SERVICE</th>
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Inc. = Inconclusive  No Vios = No Violations  * = Exceeds  Improving  Alert
“Safety isn’t always about solving big problems,” said Randy Bailey, BCT manager of Driver Services and Safety. “Sometimes it takes the right people noticing the problem and looking for a way to reduce the hazard of getting hurt.

DeRidder Terminal Manager Steven Crain had a perfect example from last month.

“Drivers Paulo Ramirez and Ben Fakes approached me about a concern they had on some of our new trailers,” Crain said. “They said the right door latches were binding when opening or closing the doors.”

A couple of checks confirmed their concerns. The simple solution was to apply some dry film lubricant to the center door latch mechanism.

“Hopefully, this will eliminate the possibility of someone ending up with an injury from using excess force opening or closing a door,” Crain said.

Pulling too hard to get the door open could have resulted in a driver falling backwards onto the pavement and receiving serious injuries. There’s a chance of muscle strains and numerous other possibilities.

“We appreciate what Paulo and Ben did to not only avoid their own possible injury but to save others from having to use excessive force to open or close the doors,” Bailey said.
Baxter helps keep BCT trailers moving

From Amy Barron
Jackson Terminal Mgr.

I want to give a shout out to Robert Baxter. Robert is always willing to help out around the yard when he is in town and I need help.

We had six empty trailers at our offsite yard that we needed moved to the converting yard and two red-tagged trailers at the overflow lot that needed to come to offsite. He happily agreed to help us out.

I appreciate his willingness to spend a little extra time here to keep our trailers moving.

Applause to drivers of Vancouver fleet

From Jenny Walker
Vancouver Dispatcher

I want to acknowledge all the drivers that run for the Vancouver office.

I appreciate you showing up everyday, arriving on time to your appointments and getting the job done day in and day out. I appreciate your dedication to BCT.

Thank you: Alan Massey, Byron Massey, Mike Allen, Russ Gould, Nacho Nuno, John Frind, Damir Juresic, Wes Bass and Denis Rodin.

Driver passes on Allentown experience to new drivers

From Shaun Reilly
Allentown Terminal Mgr.

Kudos to Tim Frankenfield for training the last two centerline drivers Roberto Ortiz and Juan Alers. He took them out on a few deliveries to give them full picture of what we do. We are in the process of hiring Roberto.

Burke and Hoyer help in Salem

From Rebecca Moore
Vancouver Terminal Mgr.

I would like to thank Gary Burk for looking into and making headway to allow dedicated BCT/PCA drivers to be able to use the indoor restrooms at the Salem Plant.

I also want to thank Erica Frey Hoyer for taking the time on Saturday to come to our Safety meeting to give drivers the guidelines and overview of plant SOP when coming into the warehouse area.

Despite new runs and tough situations fleet stays positive

From Shana Freedman
Boise Load Plannerr

To the I-84 Fleet: Thank you all so much all the extra effort - safely driving through road conditions that are not conducive to empty trailers, unloading and reloading at new shippers and receivers, going places you didn’t really want to go to, unexpected overnights, and just generally staying positive. I think you’re all better at it than me, luckily it’s contagious.

Maintenance steps up on snowy, icy day

From Rob Roop
Columbus Terminal Mgr.

Kudos to our Fleet Maintenance.

On January 21, we received a significant amount of snow and ice in our area, first of the winter.

Our maintenance crew came in 4 hours early to start all the tractors and made sure all the trailers were free and ready to go for drivers when they arrived.

These efforts allowed us to deliver all of our freight on time and allowed the driver’s to start off their day safe and prepared.

Thanks to: Troy Taylor, Tim Hadley, Charlie Colbert, Alex Garrity, Kevin Callahan, and Doyle Lowe

Wallula’s Fischer always ‘on the ball’

From Cassie Wood
Driver Services Safety Analyst

I’d like to thank Paul Fischer for being so helpful and responsive when I have a question or need help with something.

He’s always one of the first to return any paperwork we need signed for driver services as well, which makes our lives easier. Thanks for always “being on the ball” Paul!

(Continued on page 15)
Spending time with loved ones on the same day you bury your dad is a stark reminder of why I work and play safely.

(L-R) Anna (niece), Nicole (niece), Amy (daughter), Jake (nephew) and Luke (son).

- Dan Bernert
BCT General
Winter brings tough road conditions. Most accidents can be avoided if you slow down and increase following distance.

Fred McCoy

Tony Humburg

Eric Jenkins

"Finding good Owner-Operators is important to BCT. We feel our own drivers are the best source of new people who meet our safety and service standards."

Pat Robinson

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