



FIRST QUARTER, ISSUE 1

# BBE Bulletin Quarterly Update

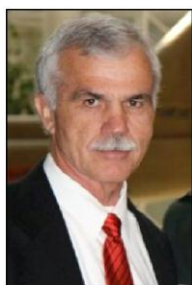


January 2013

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## Note from the President

By Terry Kilpatrick



Welcome to our first issue of the BBE Bulletin Quarterly Update. The purpose: to provide you with interesting safety information, keep you informed of things happening at BBE, and share

stories about the wonderful people that make up this Company. I will begin by sharing some history of the company along with my affiliation over the years.

I celebrated 33 years with the company this past November. Only Charlie Kilpatrick (truck 713) has been employed longer (8 months). As many of you know, Charlie and I are brothers. Unfortunately, we did not know each other until 1979 when I returned home from New Mexico after serving 5 years in the Army. We share the same biological father, but were raised in different homes. My mother and Billy Barnes were married when I was small, so I spent my childhood with him.

Billy Barnes started running trucks in 1975 after the owner of the veneer mill he was operating died. His first regular haul was with Harrigan Lumber, and by February, 1979, the company was running 12 trucks. I planned to make the military a career until July of 1979, when

Dad asked if I was interested in helping him with the business. At the time, I was a Captain in the Army. My service included 14 months as a rifle platoon leader with the 101<sup>st</sup>, ranger school, airborne school, air assault school, flight school, and 2 years as a pilot and aviation safety officer at White Sands Missile Range in New Mexico. While in New Mexico, I also worked nights and weekends to earn a master's in business.

Dad's offer did not appeal to me at first, but after thinking about it, I decided it was time for something different. After just a few short weeks of immersing myself in the business, I felt I had made a terrible mistake. The company was 6 months behind on truck payments, maintenance worked in an old unheated structure with no parts dept., we had no formal contracts, and we were using van trailers modified for chip hauling. We all worked Saturdays and many Sundays, so a 70 hour work week was typical.

I ran Operations and Sales, Donnie ran Maintenance, and Dad spent his time keeping us apart because operations and maintenance tend to naturally conflict. Operations wants trucks running, and maintenance needs them serviced. But, we worked as a team with each of us having certain qualities that maybe the other lacked. Billy Barnes had a simple policy, "Do what you tell people you will

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do, even if it hurts." Unfortunately, he died in an auto accident in 1999, after 24 years in trucking. He was 67. Donnie died in an auto accident in 2005, after 29 years in trucking. He was 48. We were family and partners, and I learned a lot from both of them.

Trucking can be a lot of things, but never boring. It is challenging, especially in today's litigation and regulatory environment, and surviving in today's economy can be difficult. You must look to reduce cost, improve productivity, satisfy a more demanding customer, and meet the needs of the people working for you. Technological advances have changed many businesses but trucking is still a people business. It needs good people to survive, and **Billy Barnes Enterprises has good people!**

I look forward to 2013 and its opportunities. My prayer is that it will be a great year for us all! Let's work hard, stay focused, appreciate our loved ones, have fun and be safe!

# Safety First

## Distracted Drivers

By ATA Share the Road

Many large trucks are now equipped with very sophisticated communications equipment that allows for the driver to receive instructions and for the truck to report back to the terminal on an array of technical aspects of the truck and its driver. This equipment makes driving safer and delivering goods more efficient.

Many passenger vehicles now come equipped with the latest technical devices to help people navigate, communicate and be entertained while they drive. It's important that all communications devices add to safety rather than distract from it.



Professional truck drivers should recognize the enormous responsibility that they have driving such large vehicles on the roadway.

There are some hard and fast rules in the trucking industry for using communications technology in the truck's cab – stay focused on the main job of

driving and communicate at stops. The Share the Road drivers recommend the same to all drivers. Use technology wisely and don't be used by it.



Please work hard to maintain the expected fuel mileage for your driver category.

## 2012 Company MPG Report

### Company MPG Averages by Month:

January—**5.099**  
 February—**5.166**  
 March—**5.157**  
 April—**5.233**  
 May—**5.247**  
 June—**5.278**  
 July—**5.238**  
 August—**5.254**  
 September—**5.243**  
 October—**5.220**  
 November—**5.265**  
 December—**5.218**  
 2012 BBE Average—**5.269**

### Expected Driver Fuel Mileage:

Flatbed Driver MPG—**6.5**  
 Pulp Driver MPG—**6.5**  
 Chip Driver MPG—**5.4**  
 Specialized Driver MPG—**6.5**

### Helpful Reminders:

- When safe use cruise control
- Shift gears at proper RPM
- Minimize idle time
- Always ease into and out of stops
- Pre-trip daily to ensure no fuel leaks
- Keep tires properly inflated
- Do NOT speed
- Monitor/check miles per gallon daily.

**DISTRACTED DRIVING INCLUDES:**

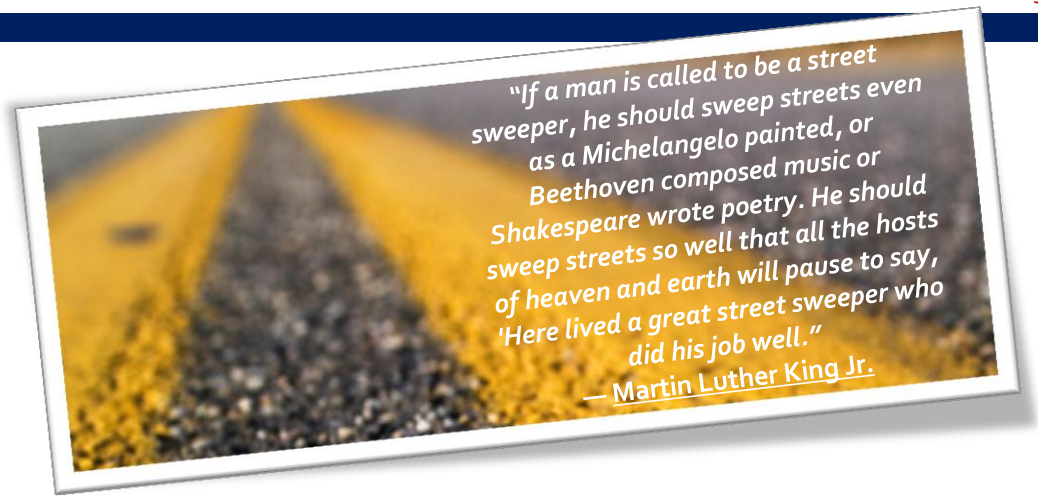
S R E A T I N G M D U S C G T  
 S U Q D Y I S F R Z R T E N G  
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 L O O K I N G D O W N X F B Z

Find:  
 CELLPHONE, DRINKING,  
 DROWSINESS, EATING, HUNGER,  
 LOOKING DOWN, OTHER DRIVERS  
 RADIO, SCENERY, SMOKING,  
 TALKING, TEXTING

**TEST YOUR KNOWLEDGE**

1. The basic tenant of defensive driving is:
  - a. Stay alert and aim high
  - b. Look well ahead
  - c. See the whole picture
  - d. All of the above
2. At busy intersections and unmarked crossings you should always stop, never assuming you have the right of way.
  - a. True
  - b. False
3. When stopped in traffic, a driver should wait to proceed until the vehicle ahead has moved a few feet.
  - a. True
  - b. False
4. When merging with traffic, you should:
  - a. Signal early
  - b. Build up speed to merge smoothly
  - c. Both a and b
  - d. Shift down to a lower gear
5. Is it a good idea to keep your lights on at all times?
  - a. True
  - b. False

Answers: 1.D 2.A 3.A 4.C 5.A



# Safety Tips for Truck Drivers

By U.S. DOT Federal Motor Carrier Safety Administration Website

## Take Care of Yourself!

The most important part of a moving truck or bus is the driver! Get plenty of rest before getting behind the wheel. Eat well and stay fit. Remember, hours of service violations are serious and can threaten your livelihood or even your life. Stay healthy and well rested, or don't drive!

## Always Maintain Your Vehicle!

Inspect your vehicle before each trip and check your brakes regularly. Learn how to inspect your brakes, identify safety defects, and get them repaired before risking your life and others on the highway.

## Be Aware of Your "No-Zone"

Other drivers may not be aware of the size of your truck's blind spots. Be vigilant in watching out for vehicles in the No-Zone. The No-Zone represents the danger areas, or blind spots, around trucks and buses where crashes are

more likely to occur. One-third of all crashes between large trucks and cars take place in the No-Zone.

## Slow Down in Work Zones

Watch out for highway construction. Stay alert. Work zone crashes are more likely to happen during the day. Almost one-third of fatal crashes in work zones involved large trucks. Take your time going through work zones and give yourself plenty of room. Expect the unexpected!

## Always Keep Your Distance

Always leave enough space between you and the vehicle in front of you. If you hit someone from behind, you are typically considered "at fault," regardless of the situation. Large trucks require more stopping distances than other vehicles. Take advantage of your driving height, and anticipate braking situations.



**Fasten Your Seat Belt**

Buckle up for safety and control. If you are in a crash, a seat belt can save your life and those around you. It will keep you in your seat and allow you to maintain control of your truck or bus. A major cause of truck and bus driver fatalities involves being ejected from the vehicle. Wearing seat belts is still the single most effective thing all drivers can do to save lives and reduce injuries on our roadways.

**Always Drive Defensively**

Avoid aggressive drivers! It's

estimated that each year two-thirds of all traffic fatalities are caused by aggressive driving behaviors. Keep your distance and maintain a safe speed. The only thing speed will increase is your chance for a crash.

**Work to Help Yourself**

Be the professional on the highway and at safety events! Help stranded motorists; notify traffic safety agencies of crashes, unsafe drivers, unsafe roadway conditions, and other situations that can lead to crashes. Join a

"Highway Watch" program, if available in your state. Your participation in public safety events and your performance on the highway can change public perception!

**Tell Us What is Wrong**

If you know of unsafe situations, tell us about it. This includes unsafe companies, unsafe drivers, unsafe roadways, and unsafe vehicles.

Billy Barnes Enterprises

Toll Free Number:

**1-800-844-6458**

Fax Number:

**251-267-2761**

## Birthdays and Anniversaries

**Birthdays:****January:**

Ned Adams—1/10  
Kerry Bell—1/12  
Bennie Bozeman—1/07  
Travis Carter—1/17  
Donald Davison—1/28  
Avery Gibson—1/03  
Dennis Harrison—1/12  
William Morgan—1/28  
Shelton Nichols—1/11  
Tyrone Robbins—1/17

**February:**

Everett Buskey—2/05  
James Carpenter—2/11  
Theresa Carr—2/13  
Jimmy Dubose—2/08  
Dylan Frye—2/19  
Glenn Gulley—2/08  
Donald Henderson—2/13  
William Hester—2/08  
Donald Johnson—2/04  
Travis Johnson—2/03  
Marcus Matthews—2/13  
Anthony McKenzie—2/02  
Cecil Raines—2/17  
Richard Ramos—2/08  
David Reid—2/04  
James Roberson—2/02  
Johnny Saucer—2/13  
Gary Smith—2/22  
Jimmy Spann—2/18

Timothy Whittemore—2/23

**March:**

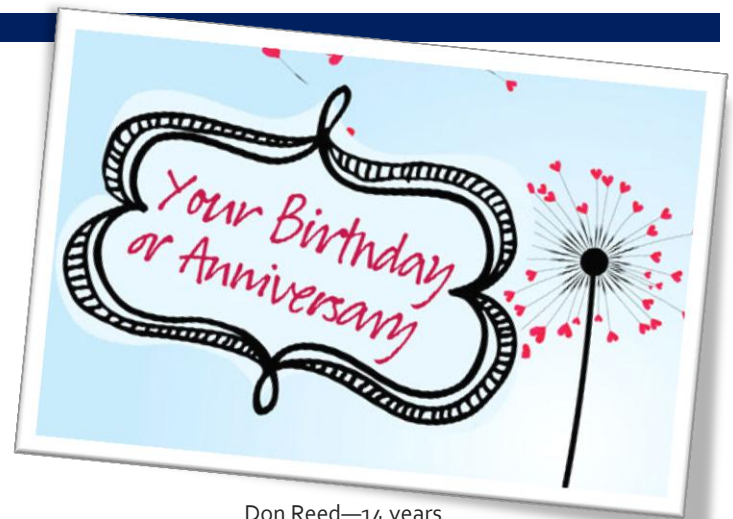
Jimmy Dumas—3/28  
Susan Dyess—3/02  
Johnny Frost—3/31  
Robert Knight—3/23  
Rex Peavy—3/10  
Jimmy Qualls—3/31  
Don Reed—3/19  
Bobby Reeves—3/05  
Jackie Robbins—3/24  
John Sullivan—3/15  
Brandon Veasey—3/09  
Johnathan Williams—3/17  
Tiffany Wilson—3/3

**Company Anniversaries:****January:**

Charlie Kilpatrick—34 years  
Tony Morgan—22 years  
Randolph Odom—13 years  
Arras Avery—7 years  
Russell Fletcher—7 years  
Marry Harrell—7 years  
Roger Tenhagen—6 years  
Kenton Campbell—5 years  
Carl McNuckles—5 years  
Curtis Pouncey—5 years  
Marcus Matthews—2 years  
Cecil Raines—2 years

**February:**

George Rudowski—21 years  
Jerry Layton—6 years



Don Reed—14 years  
Everett Buskey—3 years  
Alvin Roberson—3 years  
Eugene Presley—2 years  
Timothy Whittemore—2 years  
Gregory Blake—1 year  
Levonne Clausell—1 year  
William Hester—1 year  
Jerry Moomey—1 year

**March:**

Aaron Brown—22 years  
Jerry Bush—13 years  
Sherman Jones—6 years  
Jimmy Dumas—3 years  
Shan Smith—3 years  
John Nichols—2 years  
William Norsworthy—1 year  
Dennis Pittman—1 year  
Joey Rowell—1 year  
Tracy Womack—1 year