



BBE Bulletin
Quarterly Update

April 2013

SECOND QUARTER, ISSUE 2

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2012 Drivers of the Year



Each year Billy Barnes Enterprises (BBE) awards a Local and Regional “*Driver of the Year*.” Drivers who earn this award must meet both Safety and General Job Performance requirements to qualify. When choosing each year’s winners, BBE looks at many different factors. For Safety, a driver’s number of reportable and miscellaneous accidents is considered. General Job performance includes a driver’s work attendance, fuel conservation, adherence to

company policy, attitude, and dependability.

The 2012 BBE Local “*Driver of the Year*” is James Stewart (left). James, known to coworkers as “Casper,” has been with the company for 11 years. He has no DOT

accidents, and in 2012, he also earned the BBE “*One Million Miles, Safe Driving Miles Award*” and the “*Ten Year Service Award*.” James has experience hauling chips, cotton seed, peanuts, containers, flatbeds, precast, and more. He lives in Monroeville, AL, with his wife, Adrian, and three children, Jaya-12, Je’Keviahn-12, and Artayja-10.

The 2012 BBE Regional Driver of the Year is Dan Fuell (right). Dan, who operates a boom truck, has over one million miles of safe

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driving and no DOT accidents. He has been with BBE for a total of 15 years with this October marking his 10th consecutive year with the company. Throughout his career, Dan, aka “Professor,” has driven to every state excluding South Dakota. He has experience hauling poles, brick, lumber, steel coils, stone, pipe, and other building materials. Dan lives in Grant, AL, and has six children, Robert-19, Michael-13, Jonathan-8, Sam-8, Joey-6, and Danny-6.

BBE thanks both drivers for their dedication to excellence and for their continued loyalty to the company! Drivers like James and Dan are what make this company successful! Congratulations James Stewart and Dan Fuell for earning “*Driver of the Year!*”

Safety First Preventable or Not?

By CCJ Journal

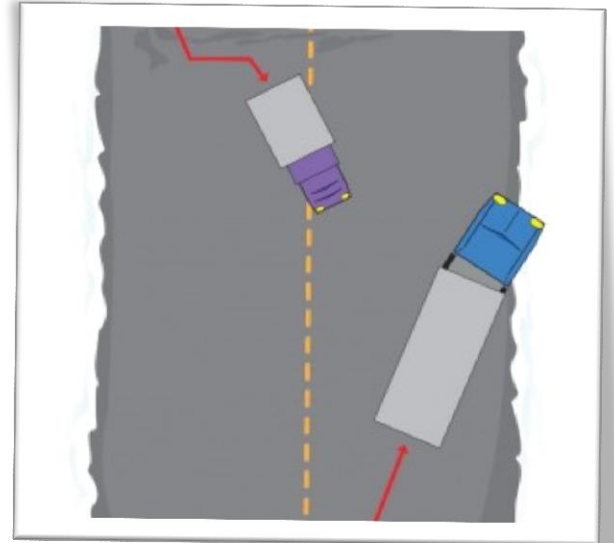
Two days earlier, Old Man Winter had dumped two feet of wet snow on two-lane Rambler Road, leaving icy ruts that made driving a challenge for trucker John Doe. To keep up his spirits, Doe was being radio-active, philosophizing on the CB about rotten road conditions, deer rifles, bass boats and other fascinating topics.

Driving his salt-spray-covered tractor slowly and cautiously, Doe witnessed the rapid approach of a Mack dump truck in the opposing traffic lane and...Great jumpin' gophers! The Bulldog had tripped over a deep rut and had been thrown...Oh no!...It was dead

ahead on a collision course!

Avoiding a collision with an out-of-control dump truck, John Doe steered his tractor-trailer into a snow bank, snapping off part of his bumper. Was this a preventable accident?

Reacting instantly, Doe spun his steering wheel hard-right, causing his tractor to swing off the road and gently impact a snow bank, thereby snapping off the breakaway right side of his bumper. With vast relief, Doe watched the out-of-control dump slide gracefully past. Aside from its bumper, Doe's rig was unscathed, and he was able to pull back on the road and resume his run.



Preventable or Not? The National Safety Council's Accident Review Committee ruled that he had avoided a collision by moving to the right, which was his only option.

ATA Safe Driving Award

Billy Barnes Enterprises has been named among Alabama's safest trucking fleets by the Alabama Trucking Association (ATA) and its Safety and Maintenance Management Council.

ATA honored the Monroeville-based carrier at its annual Fleet Safety Award Banquet held recently in Birmingham. The ceremony recognizes ATA-member companies with the lowest accident frequency per million miles traveled in the state of Alabama for the previous year.

Billy Barnes Enterprises was recognized for having the lowest accident frequency rate in the

General Commodities Local, More Than 5 Million Miles category for commercial fleets traveling within Alabama. The carrier also took third place in the General Commodities, Line-haul 1-3 Million Miles category.

ATA's Fleet Safety contest is judged by an independent panel comprised of officials from the Alabama Department of Public Safety, the Department of Transportation, and the Federal Motor Carrier Safety Administration. Judges scrutinize entrants' overall accident frequency rate compared to the number of miles driven. Entrants are divided into divisions according to the type of freight services they provide.

Founded in 1938, the Alabama Trucking Association is a non-profit corporation representing Alabama's motor carrier industry for the advancement of highway transportation and industry safety while serving as the "voice of trucking" in this state.

The Alabama Trucking Association's membership consists of more than 600 businesses, including for-hire and private truck operators along with its allied industry members (those who equip and service the industry).



SAFETY ITEMS

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

Find:

AIRBAG, BOOTS, DUSTMASK,
 EARPLUGS, GLASSES, GLOVES,
 HARDHAT, SAFETYHARNESSE,
 SAFETYVEST, SEATBELT, TRIANGLES

A SINGLE SECOND

It takes a minute to write a safety rule.
 It takes an hour to hold a safety meeting.
 It takes a week to plan a good safety program.
 It takes a month to put that program into operation.
 It takes a year to win a safety award.
 It takes a lifetime to make a safe worker.
 But it takes only a second to destroy it all with one accident.

Take the time now to work safe and help your fellow employees to be safe.

Reprinted from the Timbermen Tidbits

TEST YOUR KNOWLEDGE

- Pulling a heavy object is easier on the back muscles than pushing it.
 - True
 - False
- Which of the following PPE might be worn when loading or unloading?
 - Heavy canvas gloves
 - Steel-toe shoes
 - Safety glasses
 - All of the above
- Adjusting your driving position has little to no effect on body fatigue and joint stress.
 - True
 - False
- Which of the following could be considered a pinch, sever or crush point?
 - Chain tighteners
 - Door latches
 - Cables
 - All of the above
- What is the biggest threat to your personal safety when stopped on the side of the road?
 - Cargo thieves
 - Exposure to elements
 - Other drivers
 - All of the above

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



New Hours-of-Service rules scheduled to take effect July 1, 2013

Beginning July 1, 2013, driving will not be permitted if more than 8 consecutive hours have passed since the driver's last break of at least 30 minutes. If the driver has not had at least a 30-minute break by the end of his/her eighth hour, the driver must take a 30-minute break before driving. A lunch break or resting in the sleeper berth will satisfy this in most cases.

The biggest change will be in the reduction of hours a driver will be allowed to log in a 7-day (168-hour) period, due to the changes in the 34-hour restart regulation. The current rule allows a driver to work right up to his or her 60- or 70-hour limit, take a 34-hour restart, and then go again. This allows a driver to accumulate up to 82 working hours in a 7-day period.

As of July 1, 2013, the new rule will limit the maximum number of

hours a driver can work, to 70 hours per week, by limiting when and how often a driver can take a "restart." The change will require that the restart period include two periods of 1:00 am to 5:00 am, which could force some drivers to be off duty for longer than 34 hours to get a valid restart.

The change will also limit the use of the restart to once in any 168-hour period. The 168 hours is seven days based on the time right now. The rule specifically says that a driver cannot start another restart until 168 hours has passed since the start of his/her last restart. Also, if the driver has multiple 34-hour periods off within a 7 day period, the driver will need to indicate on the log or time records which one of the 34-hour periods is being counted as the restart.

There is still a possibility that the new hours-of-service rules may not go into effect July 1st, but BBE is going to be prepared if they do. We will continue to keep everyone informed and updated leading up to the new rules changes. If you have any questions about the rules, please feel free to contact the Safety Department.

BBE Earns Coveted Platinum Award

BBE has earned the Great West Casualty Company's distinguished Platinum Award thru its 2012 National Safety Awards Program. The Platinum Award recognizes BBE and its drivers' overall

commitment to safety. This is the third year (2007 and 2009) that BBE has earned the Platinum Award, which is the highest award presented by Great West. BBE also earned the Gold Award in 2011.

The annual National Safety Awards program honors carriers in similar operations (truckload and less-than-truckload) with awards

based on their year-end preventable accident results. Carriers are eligible to receive the Platinum, Gold, Silver, or Participatory Award.

Trucking companies that operate five or more trucks are eligible to participate. This past year, more than 800 companies from across the country participated in the program.



April:

Arras Avery—4/18
Kenton Campbell—4/06
Cole Champion—4/30
Terry Chaney—4-03
Carl Clark—4/02
Stephen Hudson—4/29
John Huffman—4/11
Ollis Johnson—4/18
Curtis Jones—4/22
Matt Kelley—4/16
Terrance Pace—4/02
Michael Person—4/10
Dennis Pittman—4/25
Chris Potter—4/23
Albert Richardson—4/05
Odell Rudolph—4/27
George Rudowski—4/23
Tex Scott—4/29
Josh Wasden—4/07
Jerry Young—4/04

May:

Jerry Bush—5/18
Judy Courter—5/04
Michael Harrison—5/23

Carlton Herrin—5/20
Taryn Kilpatrick—5/29
David Nobles—5/16
Joey Rowell—5/09
Sammie Tunstall—5/21
William Wilson—5/11

June:

Steven Bigford—6/06
Lester Bridy—6/15
William Cook—6/22
Cleveland Gamble—6/11
Mack Goneke—6/11
Mary Harrell—6/18
Richard Morris—6/09
Fred Penn—6/12
Curtis Pouncey—6/20
Robin Rawls—6/25
Shan Smith—6/28
James Stewart—6/15
Justin Whitmire—6/05
Arthur Young—6/14

Gary Smith—2/22
Don Reed—3/19



April:

Donald Johnson—28 yrs
Richard Ramos—27 yrs
David Stabler—21 yrs
Michael Reid—12 yrs
James Stewart—11 yrs
George Hawkins—8 yrs
Gary Smith—6 yrs
Brandon Veasey—4 yrs
Daniel Grace—3 yrs
Richard Morris—3 yrs
Steve Morris—3 yrs
James Callahan—2 yrs
William Cook—2 yrs
Kendrick Hill—2 yrs
James Sims—2 yrs

May:

Alton Buskey—25 yrs
Donald Henderson—20 yrs
Tyrone Robbins—16 yrs
Lonnie Bishop—13 yrs
Billy Day—10 yrs
Calvin Williams—8 yrs
Matthew Scroggins—7 yrs

February
Don Reed—14 yrs

David Reid—5 yrs
Shelton Nichols—3 yrs
Marvin Below—2 yrs
Avery Gibson—2 yrs
Carlton Herrin—2 yrs
Perry Jackson—2 yrs
Taryn Kilpatrick—2 yrs
Jimmy Qualls—2 yr
Perry Gamble—1 yr
Michael Harrison—1 yr
William Morgan—1 yr
Michael Person—1 yr

June:

John Poindexter—19 yrs
Danny Reid—16 yrs
Hannibal Blackmon—12 yrs
Curtis Jones—6 yrs
Tiffany Wilson—6 yrs
Travis Carter—5 yrs
Terry Woodson—5 yrs
Kerry Bell—4 yrs
William Haslip—3 yrs
David Dixon—2 yrs
Phillip Gibson—2 yrs
Roger Kirkland—2 yrs
Rex Peavy—2 yrs
James Roberson—2 yrs
Sherrie Salter—2 yrs

"There is always the danger that we may just do the work for the sake of the work. This is where the respect and the love and the devotion come in - that we do it to God, to Christ, and that's why we try to do it as beautifully as possible."

~Mother Teresa~