



Motor Carrier Attachment –Beaird Transport Interview Summary

Rushville, IL

HWY24MH005

(8 pages)



Interview Summary

Beird Transport Inc. USDOT 1750062

Location: 7132 E. Seed Corn Road, Astoria, IL 61501

Interview Date: 3/16/2024

Time: 11:20 am

Persons Interviewed: Heather Beird, President; Richard "Sam" Beird Vice President

NTSB Investigators: Michael Fox, Senior Highway Accident Investigator, Dr. Rafael Marshall, Senior Highway Accident Investigator.

Other Agencies present: Trooper W. Smith, Illinois State Police, Special Agent Daniel Brown, Federal Motor Carrier Safety Administration.

Additional Personnel Present: Ted Perryman, Roberts Perryman Law Firm, Attorney for Beird Transport; Rose Kastrup, CSA Advisors LLC, Safety Consultant; Tammy Risenhoover, Beird Transport; Brayden Sternklar, Roberts Perryman Law Firm, Attorney for Beird Transport Inc.

Michael Fox Questions:

1. Briefly describe carrier history.
Answer: The company started in 2008 – when we bought out the previous company which was called Astoria Ready Mix.
2. Who is the president / owners?
Answer: Heather Beird is the President and Richard "Sam" Beird is the Vice President.
3. Who is responsible for safety?
Answer: Heather Beird. Also, for the past two years we have been working with a safety consultant with CSA Advisors LLC, owned by Rose Kastrup.
4. Who is responsible for dispatch?
Answer: Sarah Beird, wife of our son Caileb.
5. How many drivers to you have?
Answer: We have 21 drivers.

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6. Are they all CDL drivers?

Answer: Yes.

7. How many truck tractors and trailers do you own?

Answer: we have 3 dump trucks which are CDL required. We have 34 truck- tractors and 48 semitrailers.

8. What cargo do you haul?

Answer: Sand, rock, gravel, and construction debris.

9. What is your delivery area?

Answer: We usually travel about 70 to 80 miles. We always are within the 150-air radius rule. All loads are local. All drivers go out in the morning and return back to the office each evening. All of our drivers are home every night.

10. How are loads dispatched?

Answer: Sarah puts the driver dispatches on that board the night before which are available when the drivers come in the morning.

11. Do you have a copy of the bill of lading for that week?

Answer: We really don't have a bill of lading. We have a load trip sheet, and we also get copies of the load ticket which shows the weight of the load.

12. How are drivers hired?

Answer: We usually hire drivers we know or by word of mouth. We have advertised out front of the building on the road with a large sign saying, "Now Hiring CDL Drivers." We also advertised on Facebook a couple of times showing a picture of that sign we mentioned.

13. Drug testing - do you have a contract with a drug testing company?

Answer: Yes, we use Midwest Truckers for drug testing. They come here on the property and collect the sample from the drivers.

14. How about medical certificates – do you have a contract with DOT examiner or how does that work?

Answer: The drivers are responsible for their DOT medical certificate. They can pick their own doctor so long as the medical examiner is listed on the FMCSA medical registry on the FMCSA website.

15. How do you monitor hours of service?

Answer: The drivers all usually start and stop the same times each day. The start around

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6:30 am and end at 3:00 pm or 4:00 pm. We limit them to a 12- hour day and they must be less than 60 hours per week. The drivers must follow the Federal requirements for the hours of service.

16. Vehicle maintenance? Do you have your own mechanic or farm out maintenance?

Answer: We have our own mechanics. We have 4 mechanics, two of them are certified.

17. What kind of maintenance do they do?

Answer: We do any or all required maintenance. We perform any type of maintenance, from light to heavy maintenance. Such as oil changes, engine repairs, replacing transmissions, complete engine rebuild, basically they can do anything. We rarely send any equipment out for repairs. Our mechanics do it all.

18. Repairs or inspections of brakes- who is responsible for that?

Answer: Two of our mechanics Chuck or Caileb can do the brake inspections.

19. Does your mechanic hold any certifications or qualifications? If so, I need a copy please.

Answer: Yes, two of the mechanics are certified mechanics. We can look for their certificates.

20. How about annual inspections for the fleet – who does that?

Answer: Chuck or Caileb does the annual inspections.

21. Do you maintain copies of DVIRS for that tractor trailer? If so, we need a copy please.

Answer: We don't have any. If there is a defect identified during pre-trip inspection, then the truck or trailer is taken directly to the shop and repaired. We don't send out equipment if it needs repairs.

Dr. Rafael Marshall Questions

1. What is the hire date for the driver (David Coufal)?

Answer: He came in 3/31/2020 and filled out the paperwork for the job. He had his own authority and decided to keep working for himself. It wasn't until 3/21/2023 when he started driving for Beard.

2. Who is the driver's supervisor?

Answer: Sam

3. Do you have a driver qualification file for the driver? We need to make a copy.

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Answer: Yes

4. Do you have any drug testing records for the driver? We need to make a copy.

Answer: yes

5. When the driver was hired, did he receive any training?

Answer: Didn't need any. David had own authority and truck. He was already trained.

6. Do you have any recurrent training during the year?

Answer: Once a month, Midwest truckers send the drivers a safety briefing on various topics. The drivers must answer a few questions about the safety topic.

7. Do you have a driver handbook for your driver? Are they required to sign off that they received a copy? If so, we need a copy.

Answer: Yes. The driver's sign that acknowledged receipt. It's in his DQ file.

8. Do you have policies related to fatigue and cellphone distraction? Need copies of policies related to drivers and dispatch operations.

Answer: We have cellphone policy. Fatigue is one of the things that Midwest Truckers send us for our monthly safety briefings.

9. How do you monitor hours of service? We'll need copies.

Answer: We use the driver's truck sheet to track hours. It shows the start time and end time.

10. Was the driver on a set schedule? What are the driver's normal hours?

Answer: No, it is not a set schedule, and it was not a dedicated route. Our drivers usually start around 6:30 am and end at 4 pm.

11. Was the driver on a set route?

Answer: No.

12. On the day of the crash, was the driver running a normal route? Was he familiar with this route, and roadway?

Answer: Yes, familiar with the roads. He had run that route many times.

13. The tractor -trailer he was operating at the time of the crash, was he assigned that unit?

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Answer: Yes, he was driving company truck. He was familiar with truck. Truck-tractor number was 123 and trailer was 1201. Those were the tractor and trailer that he was assigned.

14. Do you know if the tractor- trailer he was operating had any known mechanical problems?

Answer: No known problems, it was ok.

15. Did the tractor- trailer have any type of drive cam, GPS, or any kind of equipment inventory monitoring system on it?

Answer: No, nothing.

16. Did you use Drivecam or any other system to monitor drivers and provide feedback and remedial training?

Answer: No, we don't use the Drivecam or any other system.

17. Do you have a rewards program? Did the driver receive any awards?

Answer: No. Drivers do get a bonus at the end of the year. It is not in writing. We base it on crashes, accidents, speeding tickets, missed work, any complaints, etc.

18. Do you keep disciplinary records for your drivers? If so, we'll need a copy.

Answer: No. We have never had disciplinary problems. If we did, we would get rid of the driver.

19. Do you have a copy of his medical certificate? We need a copy please.

Answer: Yes, we have a copy of his medical certificate in the DQ file.

20. Do you know if the driver had any medical issues?

Answer: Yes, the driver was being treated for cancer. It popped back up in his throat and tongue. This was the reason David was working here instead of over-the-road, so he can stay local. David had a two- year medical card. David was doing well at the time of the crash. He was doing great, really well at the time of the crash.

21. We normally try to complete a 72-hours history of driver. Can you recall his schedule in the days before the crash?

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Answer: David worked last Friday March 8. Then he was off Saturday and Sunday. He came into work on Monday. Sam talked to David for a while and was in good spirits on the day of the crash.

22. How are drivers paid?

Answer: Drivers are paid by the ton. They are paid weekly.

23. Do you have a safety manual?

Answer: We just have a drug testing policy, no other safety manual. We do have the driver handbook. David did get a copy and signed an acknowledgement. It's in the DQ file.

24. Are drivers still in the random pool even when laid off?

Answer: Yes, they are in the random every month even when they are laid off. Beaird Transport is in the Clearinghouse.

SA Daniel Brown, FMCSA

Question: Do you conduct pre-employment drug testing for your drivers?

Answer: Yes, but we did not for this driver. Ted Perryman further stated that when David was hired, he was an owner operator with his own authority. He came into the company and filled out his paperwork, and he did not start with Beaird until a year later, and that caused the pre-employment drug test to fall through the cracks. Also, he was not added to the random pool list, and we don't have any random drug tests for him.

Question: Do you do conduct the queries to the FMCSA Clearing house for your drivers?

Answer: Yes, we do.

Question: Do you have the motor vehicle reports (MVRs) for all your drivers?

Answer: Yes.

Trooper S. Smith, Illinois State Police

Question: Do you have the brake certifications for your mechanics?

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Answer: Yes, two of the mechanics have certificates. Caileb got his through Caterpillar. We can get those certificates for you.

Question: Do you have the annual inspections for the truck-tractor and trailer involved in the crash?

Answer: Yes, we can give them to you.

End of Interview.

Reviewed by Beaird Transport:


[Handwritten Signature] Date 4/18/24

Printed Name, Title Heather Beaird President