

S.A.C.S. Trucking, Inc.

Located in Missoula, Montana

Featured Member
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Entrepreneurship and working your way up in the company are not clichés at S.A.C.S. Trucking Company. The original company, S.A.C.S. Trucking (Safe And Courteous Service) was established in 1989 under the ownership of Marvin McMichael and Lanny White. Lanny also owned Townsend Lumber Company (T.L.C.) and in July of 1990 McMichael purchased one half of T.L.C. S.A.C.S. and T.L.C. became a limited partnership. After considerable growth, more than doubling the fleet (18 trucks and 52 trailers) the owners decided they could do a better job of management by again splitting the business back to separate companies. In April



Making America Great Again

S.A.C.S. Staff having fun with "President Trump"

1997 Marvin became the President of S.A.C.S. Trucking and owned half the stock. Larry Pfyffer, S.A.C.S. Controller, purchased 25% of the S.A.C.S. stock. Danny Poling, S.A.C.S. Operations Manager, also purchased 25% of the stock. Lanny, then became the sole owner of Townsend Lumber Company.

Less than five years later, Larry Pfyffer and Danny Poling acquired Marvin's stock and are now co-owners of S.A.C.S. Trucking. Since the owners took over in 2001, S.A.C.S. has reorganized and built relationships with Roseburg Forest



S.A.C.S. office under the big Montana sky in Missoula.

Products, Idaho Forest Group, Clearwater Paper, Ponderay News Company, Inland Empire Paper Company and Weyerhaeuser as well as others in the industry to improve its competitive position. Sawmills are installing high tech equipment to get more boards out of every log and so this means less chips, sawdust, and shavings. This forces all fiber users to reach out farther, therefore creating more opportunities for trucking.



New equipment taking fiber load to the customer.



The mechanic shop is equipped to keep the units on the road without problems.

S.A.C.S. has adapted and changed in the ever-changing and competitive industry to remain a profitable company. S.A.C.S. continues to emphasize safe and courteous service and to provide a good working environment for its employees with competitive wages in the industry. The company continues to seek out new relationships in the wood by-products residual hauling industry and to maintain the relationships it has built over the past 25

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years. S.A.C.S. strives to cut costs and think of innovative ways to be more profitable and to keep their fleet and equipment up-to-date.

Located in Missoula, Montana, the company hauls wood by-products; sawdust, bark, chips, and shavings in chip vans, servicing various sawmills within a 250 mile radius of Missoula. Drivers work out of Missoula and are home after every shift. New drivers are trained by the senior drivers learning the routes, the equipment and the S.A.C.S. way of doing business. During training the newer employees become familiar with the mills and their locations; Bonner,



Mechanic, Barney Longacre, keeping the fleet in top working order.

Deer Lodge, Seeley Lake, Columbia Falls, Thompson Falls, St. Regis, Moyie Springs, Townsend, and Livingston.

As with most driving companies, the company is always looking for drivers with two years of CDL experience and a clean MVR (for the past three years). After training, drivers are paid the same ton/mile rate as senior drivers. The professional drivers at S.A.C.S. drive in all weather conditions and require the physical dexterity to roll the



Loading chips at IFG Mill in St. Regis, Montana.

tarps, load and unload at the mills, chain up in winter and often work 9-12 hours at a time.

S.A.C.S. appreciates their hardworking team and provides generous employee benefits. The management team strives to be a family friendly company and look after one another. New drivers are eligible for medical insurance after 60 days and the company pays a portion of the premium. After a year, additional benefits are available.



Front end Loader filling the trailer with chips at Willis Chip Plant in Bonner, Montana.



Leveling out the load before tarping.



Scaling the load before hitting the road.

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