Watco and Greenbrier dissolve joint venture

by Tracie VanBecelaere
Managing Editor

Watco Companies and The Greenbrier Companies combined their forces in 2014 and created GBW Railcar Services. The initial thought was to create a network of railcar repair shops that could keep up with the expected demand for tank car repairs and retrofits. Unfortunately, because of a change in the market and other factors, that demand never materialized and the companies agreed to discontinue the joint venture.

The agreement was signed on August 20, and under the agreement, the repair shops and Team Members at those locations will return to the previous operators.

Dion Wilkens, shop manager at the Neodesha, Kansas, location, worked for Watco prior to the joint venture and was excited about the change.

“It will be nice to get back to focusing on Dick Webb’s foundation principles,” said Wilkens. “It’s just more of a family-type atmosphere when you work for Watco.”

The first Watco mechanical shop was opened in Coffeyville, Kan., in 1985 and has grown into a network that operates 19 locations with four of them providing mobile mechanical services and eight of them providing AAR certified tank car services.

“We look forward to resuming operations of our legacy shops and bringing the mechanical Team Members, old and new, back into the Watco family,” said Dan Smith, Watco CEO. “We value our relationship with Greenbrier and look forward to working with them on future endeavors.”

Watco STAT Center Hosts SLSI Hazardous Materials Training

by Jay Benedict
Digital Communication & Social Media Specialist

Watco’s Safety Through Awareness and Training Center in Birmingham, Alabama, hosted the American Short Line & Regional Railroad Association’s Short Line Safety Institute (SLSI) for its Hazardous Materials Training Program on August 28.

The program is a free service offered by the SLSI to railroads through a Federal Railroad Administration PHMSA grant, which are grants allocated specifically for hazardous material training programs. The one-day, in-depth training’s goal is to increase awareness of hazardous materials regulations, rules, and practices, including hazmat transportation and emergency response.

The SLSI utilizes Class I railroad safety trains, and CSXT provided theirs for this training. The train included classrooms, a high pressure tank car, a low pressure tank car, and a valve car where attendees could interact with railcars’ components. This was mostly a “train the trainer” course so most of the attendees were part of Watco’s Safety and Training Team, but operations Team Members from the Autauga Northern, Swan Ranch, Alabama Warrior railroads attended, as well as one person from the Gulf and Ohio’s Knoxville & Holston River Railroad. Now, those Team Members are qualified and ready to educate others on hazmat safety practices.

“This training goes over and above what railroads typically give their Team Members,” said Senior Vice President of Safety and Training Travis Herod. “The three trainers were great guys and did a great job, and now our Team Members can be prepared to educate others.”

Safety training was provided on a number of topics at Watco’s STAT Center in Birmingham, Alabama.
Much of Dan Smith’s life has been spent as part of a team. Early on, they were mostly baseball teams. After a 14-year professional career where he pitched for the Texas Rangers, Montreal Expos, Boston Red Sox, Cleveland Indians, and Washington Nationals, Dan traded in the clubhouses for the office and joined the Watco Team in 2009. Now, as Watco’s new CEO, he’s helping lead our Team toward the future.

“I was very much focused on that team mentality. I noticed very quickly that this was a really cool place where an emphasis was placed on the team environment,” Dan said. “That felt good to me because I was trying to figure out what I wanted to be in the real world since I was no longer able to throw a baseball for a living.”

Between baseball and Watco, Dan spent some time running his own real estate business, but in the end, he found it unfufilling and looking for something else. Through the real estate business, he’d had several interactions with Watco and helped the company out on a few projects.

“A lot of great things about Watco, I figured out that’s the place I’d like to be,” Dan said. “I set my sights on finding a way to join the Team, and, like so many other people, I tried to get my foot in the door. Fortunately, I was able to find a way to sneak onto the Team.”

He joined the Team as the VP of real estate, and his Watco career kicked off. Things moved quickly from there. About a year in, Dan took charge of Watco Transload & Intermodal Services, which was quickly rebranded to the Watco Terminal & Port Services we have today. He was also involved in the acquisition of Greens Port Industrial Terminals.

“We love to rebrand things and start a new chapter. I think name change is underrated,” Dan said. “I didn’t spend much time in the real estate space, but what I liked about it was it allowed me to spend time throughout our entire network and get to know all the pieces of our business. That year or so was instrumental in allowing me to get to know the lay of the land, the players, and the people.”

Dan became chief operating officer in 2014, and has worked closely with Team Members across the Watco network to develop relationships with them and Customers, and grow business. Dan says this transition is something they’ve been working toward since 2014, and is more about empowering the Team.

“I feel as though we’ve been operating with the same focus for a long time. We’re going to continue to do the things that we’ve been doing,” Dan said. “It’s really about letting the rest of the organization spread its wings, take on new responsibilities, and give some clarification to who’s running certain parts of our business.”

Dan and Rick’s transitions have also led to other leadership transitions as well, that more accurately display Watco’s operating structure. Aside from that, it will mostly be business as usual.

“In my mind, this will always be a company based on doing what’s best for our Customers and Team Members in the field. No matter where we go from here, it won’t be a whole lot different from today. We’ll stay focused on the things that matter, and we’ll be in the same great place.”

That focus is the basis for Watco’s Foundation Principles, and is what Dan attributes to his, and the company’s success.

“I’ve been around a lot team environments. I’ve played on some great teams and some bad teams. It’s important to have been on some bad teams so you have a scale to judge it against, but really and truly, I am humbled every day by the Team environment here. We’re not perfect, but we’re better than any place else I’ve ever been,” Dan said. “What I’m amazed at is Watco truly is a place where if you decide you want to add value for yourself and the company, stay humble, treat people the right way, and focus on the right things, there are no limitations on where you can go in your career. That is a sacred thing to find, that is a special thing. I think we should work hard every day to preserve that environment.”

Dan Smith was named Watco’s CEO in July of 2018.

Two-man crew promotes safety awareness

by Tracie VanBecelaere
Managing Editor

It’s hard to tell who was more excited when Wisconsin & Southern Railroad’s Steven Groth and Aaron Pattee made a special stop at Waupun, Wisconsin. Almost every day when Conductor/Engineer Groth and Conductor Pattee were making the trip through Waupun they saw the same group of kids waving at them as they went by.

“It always made our day a little more special to see them standing behind the fence jumping up and down and waving as we’d go by and blow the horn for them,” said Pattee. “That’s the location where we are relieved so we’ve had the chance to visit with them a couple of times.”

This trip though, instead of stopping to visit, the two were handing out special bags filled with goodies for the kids.

“We wanted to do something special for the kids, so we asked the office administrator, Karl Meyer, what we could do for them,” said Pattee.

Meyer put the wheels in motion and with the help of his Operation Lifesaver and Watco contacts, he was able to come up with some items such as coloring books, crayons, train whistles, foam trains, and drawstring backpacks for the kids.

“The kids were really excited with the stuff we gave them,” said Pattee. “Some of them just stood there with their mouths wide open in awe, they were so excited. It was also a good opportunity to talk to them about being safe around trains and how important it is. They’ve always been careful but its good to remind them how dangerous trains can be and what they need to do to stay safe.”

“These are some really good kids,” added Groth. “They’re our future and who knows, maybe someday one of them will be a conductor too.”

The two were rewarded with containers of homemade cookies and a thank you note, but from their comments, the real reward is seeing the kids faces as they go by each day.

Wisconsin & Southern’s Aaron Pattee, conductor, and Steven Groth, conductor/engineer with the group of children that greet them each day as they drive through Waupun, Wisconsin. They provided gifts for the kids as a thank you for brightening their days.
PCC-Condon's Team's speedy rebound after trestle fires

by Tracie VanBecelaere
Managing Editor

While fires were raging through the state of California, Watco Team Members in Oregon had their own fire to deal with. Luckily, it was controlled within six hours, but not before it destroyed two trestles and a portion of track leading into the Palouse River and Coulee City Condon location. What was genuinely amazing about the situation was the amount of time it took the Team to get the line up and running again, less than 72 hours. Two trains travel over the 12-mile line each day, averaging about 240 cars, so it was imperative that service be restored as quickly as possible.

How it Began

PCC-Condon general manager Michael Goss was taking temperature readings of the rail because it had been extremely hot outside and he needed to know if a slow order was required. After taking the temps of the rail, he was pulling out of the depot and heard a loud boom.

“I looked up and could see fire dripping down from one of the many wind turbines just outside of town. As soon as the fire hit it was like dropping a match into gasoline, it went fast and we had 15 MPH winds that day,” Goss said.

The crew was going to be pulling down the hill any minute so Goss ran up the hill as far as he could and got in touch with them on the radio and told them to not come down the hill. Once he knew they were safe, he called the Customer, Waste Management, and Watco’s partner, Union Pacific, to let them know what was going on.

“God had me in the right place at the right time,” said Goss. “If I had not been where I was and could not get to the crew, it could have been much worse.”

Restoring the Line

Although Goss had never dealt with a fire, he knew who had, Bo Fox, QA inspector for the Burley, Idaho, surface gang. Goss contacted Fox and they came up with a plan to immediately get resources headed their way because they operate in such a remote location.

“I have developed a great relationship with Gilliam County officials and contacted the county judge to get some rock located to fill and build roads for construction,” explained Goss. “He located a very good pile just a short distance from where the damage had been done and told us to take what we needed.”

Waste Management offered the use of two of their loaders and two operators who were ready to load rock as soon as the contractor, Rick Franklin, arrived. West Rail was also called in to help with the project. Goss had the foresight to contact UP, the Oregon Department of Transportation, and local utility companies to avoid snags while getting the rail back in service. The contractor understood the urgency of the getting the line back in service and said he would have it ready for operations by Monday. A local rancher gave the Team permission to use his land to get rock and trucks down to the rail which alone saved at least half a day. On Sunday afternoon, less than 72 hours from the start of the fire, the first train rolled down the freshly repaired line.

The Austin Western Railroad (AWRR) Team Safety and Improvement Committee (TS&IC) led by Delmer Armentrout hosted a first responder training at the yard in Burnet, Texas. Firefighters and first responders from across the area showed up and were treated with education and catered barbecue.

The Team trained the fire departments on proper methods of shutting down locomotives in the event of emergencies. After this, they went into discussions on tracks and rail cars and things to look for that could be causes for concern.

The training was a huge success and the TS&IC will host a second event just like this on the east side of Austin on another subdivision to include first responders from that area.

First responders treated to training and barbecue

Top photo: The fire started by the wind turbine was controlled in six hours, but not before it did substantial damage to the rail line. Middle photo: One of the trestles that was completely destroyed by the fire. Bottom photo: The trestle after it was rebuilt, making it less susceptible to fire damage in the future.

“God had me in the right place at the right time,” said Goss. “If I had not been where I was and could not get to the crew, it could have been much worse.”

Restoring the Line

Although Goss had never dealt with a fire, he knew who had, Bo Fox, QA inspector for the Burley, Idaho, surface gang. Goss contacted Fox and they came up with a plan to immediately get resources headed their way because they operate in such a remote location.

“I have developed a great relationship with Gilliam County officials and contacted the county judge to get some rock located to fill and build roads for construction,” explained Goss. “He located a very good pile just a short distance from where the damage had been done and told us to take what we needed.”

Waste Management offered the use of two of their loaders and two operators who were ready to load rock as soon as the contractor, Rick Franklin, arrived. West Rail was also called in to help with the project. Goss had the foresight to contact UP, the Oregon Department of Transportation, and local utility companies to avoid snags while getting the rail back in service. The contractor understood the urgency of the getting the line back in service and said he would have it ready for operations by Monday. A local rancher gave the Team permission to use his land to get rock and trucks down to the rail which alone saved at least half a day. On Sunday afternoon, less than 72 hours from the start of the fire, the first train rolled down the freshly repaired line.

The Austin Western Railroad (AWRR) Team Safety and Improvement Committee (TS&IC) led by Delmer Armentrout hosted a first responder training at the yard in Burnet, Texas. Firefighters and first responders from across the area showed up and were treated with education and catered barbecue.

The Team trained the fire departments on proper methods of shutting down locomotives in the event of emergencies. After this, they went into discussions on tracks and rail cars and things to look for that could be causes for concern.

The training was a huge success and the TS&IC will host a second event just like this on the east side of Austin on another subdivision to include first responders from that area.

First responders treated to training and barbecue

The Austin Western Railroad (AWRR) Team Safety and Improvement Committee (TS&IC) led by Delmer Armentrout hosted a first responder training at the yard in Burnet, Texas. Firefighters and first responders from across the area showed up and were treated with education and catered barbecue.

The Team trained the fire departments on proper methods of shutting down locomotives in the event of emergencies. After this, they went into discussions on tracks and rail cars and things to look for that could be causes for concern.

The training was a huge success and the TS&IC will host a second event just like this on the east side of Austin on another subdivision to include first responders from that area.

First responders treated to training and barbecue

The Austin Western Railroad (AWRR) Team Safety and Improvement Committee (TS&IC) led by Delmer Armentrout hosted a first responder training at the yard in Burnet, Texas. Firefighters and first responders from across the area showed up and were treated with education and catered barbecue.

The Team trained the fire departments on proper methods of shutting down locomotives in the event of emergencies. After this, they went into discussions on tracks and rail cars and things to look for that could be causes for concern.

The training was a huge success and the TS&IC will host a second event just like this on the east side of Austin on another subdivision to include first responders from that area.

First responders treated to training and barbecue

The Austin Western Railroad (AWRR) Team Safety and Improvement Committee (TS&IC) led by Delmer Armentrout hosted a first responder training at the yard in Burnet, Texas. Firefighters and first responders from across the area showed up and were treated with education and catered barbecue.

The Team trained the fire departments on proper methods of shutting down locomotives in the event of emergencies. After this, they went into discussions on tracks and rail cars and things to look for that could be causes for concern.

The training was a huge success and the TS&IC will host a second event just like this on the east side of Austin on another subdivision to include first responders from that area.

First responders treated to training and barbecue

The Austin Western Railroad (AWRR) Team Safety and Improvement Committee (TS&IC) led by Delmer Armentrout hosted a first responder training at the yard in Burnet, Texas. Firefighters and first responders from across the area showed up and were treated with education and catered barbecue.

The Team trained the fire departments on proper methods of shutting down locomotives in the event of emergencies. After this, they went into discussions on tracks and rail cars and things to look for that could be causes for concern.

The training was a huge success and the TS&IC will host a second event just like this on the east side of Austin on another subdivision to include first responders from that area.

First responders treated to training and barbecue

The Austin Western Railroad (AWRR) Team Safety and Improvement Committee (TS&IC) led by Delmer Armentrout hosted a first responder training at the yard in Burnet, Texas. Firefighters and first responders from across the area showed up and were treated with education and catered barbecue.

The Team trained the fire departments on proper methods of shutting down locomotives in the event of emergencies. After this, they went into discussions on tracks and rail cars and things to look for that could be causes for concern.

The training was a huge success and the TS&IC will host a second event just like this on the east side of Austin on another subdivision to include first responders from that area.
Idaho teens take action when faced with tragedy

by Tracie VanBecelaere
Managing Editor

Dawson Jensen found out the hard way what life without two of his friends would be like. But instead of dwelling on their deaths, he tried to turn it into a positive and prevent accidents like the one that took the lives of Teagan Bradshaw and Tanner Nicol.

Teagan and Tanner rear-ended a fuel tanker which was stopped at an Eastern Idaho Railroad (EIRR) crossing on U.S. Highway 20 in St. Anthony on August 7, 2018. The two teens died instantly. There wasn’t a train near the crossing at the time, but state law requires drivers of trucks with hazardous materials to stop at all crossings.

Jensen spoke to a lot of different people in the community, including the EIRR general manager, Joey Haynes, about how to make the crossing safer for the community. Because the train traffic at the crossing was so low, two to three trains a month, and the road traffic was so high, the best resolution was to have the crossing declared exempt. The exemption means tankers hauling hazardous materials, school buses, and other commercial vehicles are now only required, just like any other vehicle, to stop at the crossing if there is an oncoming train. Jensen and his friends worked closely with the state and Haynes in order to get the crossing declared exempt.

“We firmly believe in working with the community and we want to do what’s right,” Haynes said. “When (Dawson) reached out to us, we thought it would be a good move for the community to help with the healing process, and hopefully, prevent anything like that from happening again.”

As timing would have it, the governor was scheduled to visit the high school that Jensen and his friends attended, so they presented him with their research on the number of trains, the number of vehicles, and the number of people who stated that they have had near misses at the crossing. Because all of the decision makers were at the same location, it cut through a lot of red tape and they were able to resolve the issue fairly quickly.

“I’m really proud of these young men for stepping up and making a positive thing out of a heart-breaking situation. For them to step up and take action is a great thing,” Haynes said.

Austin Western Railroad MOW Team celebrates safety

The Austin Western Railroad (AWRR) Maintenance of Way (MOW) Team is packing a great safety record and to celebrate, each member of the team received a custom backpack with the AWRR logo on it.

The backpacks were ordered to celebrate a milestone that was hit in June of going 200 days without a track-caused derailment. Summer Spike is wrapping up and the Team has gone injury free throughout the duration of the program. Dustin Hiser, AWRR roadmaster, said, “This team continues to exemplify our Customer First Principles. They work safe, they are productive, and that is the definition of efficiency. Regardless of the time of day, the workload, or the conditions, they get it done. They are the best in the business and I would put them up against anybody”.

Members of the AWRR MOW Team are back row (l-r): Raul Medina, foreman; Manuel Torres, general foreman; Delmer Armentrout, foreman; Homero Medina, laborer; Brandon Collier, track inspector; Luis Medina, laborer; Corbyn Smith, laborer; Dustin Hiser, roaddmaster. Front row (l-r): Jeremy Cazares, track inspector), Marcuz Zambrano, asst. foreman; and Tyler Summar, laborer.

Decatur Ferro Team celebrates with tees

There’s a lot of things that can be done in 2,900 days, but there is one thing the Team Members at the Decatur Ferro Terminal in Decatur, Alabama, didn’t do; they didn’t have any injuries. That’s almost eight years since their last injury!

The team was rewarded for their efforts with pizza and custom-made T-shirts. The Team’s last OSHA recordable incident was 6,500 days ago so this group knows how to stay safe.

Stan Bryant, terminal manager, said, “They’re a tight group, a small group, and they work really well together.”

The majority of them have been there several years with one having 20+ years of experience and the newest three years.

“I’m very proud of their performance and I challenge them to keep making safety a priority and doing what they’re doing,” added Bryant.

Some of Watco’s newest Team Members from the Peabody Switching location recently participated in Watco 101 - Foundations of Leadership Courses in Gillette, Wyoming, to gain a foundational understanding of Watco leadership roles and values. The training sessions were planned and coordinated by Division 4 Vice President of Operations Joe Via, Location Manager Todd Hamilton, People Services Manager John Naing, and Watco University. In addition to the Peabody Team Members, there were participants who joined the training from other locations in the area which broadened the learning process for our new Team Members at Peabody. Both training sessions were presented by Director of Training and Development Cris Hatcher and John Naing.

The training was focused on the following topics: Introduction to Watco’s History & Culture, Watco Customer First Foundation Principles, Leadership at Watco, Hiring the Right Person, Leading Teams, Motivation, and Continuous Development.

Throughout the training participants were provided with a foundational introduction to the topics with group discussions on how to utilize and implement what they were learning in their everyday roles at Watco.

Team Members who participated in the Watco U 101 Foundations of Leadership class were back row (l-r): Baron Muller, crew leader, Peabody Switching; Joe Hinckley, trainmaster, Peabody Switching; Daniel Gross, crew leader, Thunder Basin; Josh Kingerly, car shop leadman, Mission Mountain Railroad; Josey Frazier, crew leader, Peabody Switching; Garrett Parsons, crew leader, Peabody Switching.

Team Members who participated in the Watco U 101 Foundations of Leadership class were back row (l-r): Eric Turner, lead operator, Tioga Terminal; Jeremy Matter, crew leader – Peabody Switching; Neal Ward, track supervisor, Green River Switching; John Williams, crew leader, Peabody Switching; Derrick Wilson, crew leader, Peabody Switching; Rich Carter, location manager – Green River Switching. Front row (l-r): Victor Nava, crew leader, Thunder Basin Switching, Renita Edwards, crew leader, Thunder Basin Switching; Alicia Caldwell, crew leader, Peabody Switching; and Dexter Cahill, supervisor, Tioga Terminal.

The rail spur behind L&W Supply in Grand Rapids, Michigan, sat unused for years. Recently, branch manager Scott Streeter started looking into the opportunities rail access and service could provide. He got in contact with the Grand Elk Railroad (GDLK), and now the building supply company is a regular shipper.

“He said, ‘We have rail access in our facility, why aren’t we using it?’” said GDLK commercial manager Kirk Small. “He started asking questions and the word got to our local guys in operations there.’”

Streeter initially wanted to find out what it would cost to get their siding back in service, in case they wanted to explore rail shipping. GDLK roadmaster Adam Robillard went to the facility and inspected the track. He found the track in good shape and informed L&W that it wouldn’t take a substantial investment to get it back in service.

As they worked to re-establish the track, L&W found that one of their drywall suppliers in Kentucky had rail access at its plant, and L&W was preparing to order a shipment. Streeter and Small worked together to plan a test load. The Customer wanted to see how the rail shipment would work compared to their usual truck shipments.

“It all came together with our Customer’s supplier having rail access at the origin,” said Small. “It was L&W’s location having rail and asking the right questions that made this work. As a commercial manager, we always like to keep our Customers aware that rail is an option, especially in these days when many are struggling with trucking capacity.”

Small and the Operations Team visited L&W to introduce and familiarize themselves with the facility. When the test load arrived, it was a success, and the rest is history.

“We literally walked that car to their front door so they could see the product on the rail car and understand it better. We were able to answer some questions they had as well about unloading,” Small said. “The first load came in safely, they unloading it safely, and once we showed them the value and ease of it, they ordered another car. They’ve been great to work with.”

L&W is currently shipping a car or two each week, and may be looking to increase volume. Streeter indicated to Small that one of their paper suppliers in Iowa has rail access at its plant.

“We strive to provide the best service possible to our customers. With the addition of rail service we have been able to continue and excel this service. With supply trucks getting harder to get in, the rail has been a great addition to the L&W service,” said Streeter.
Watco Wellness Program

- Consists of a wellness checkup and biometric screening for Team Members and spouses enrolled in a Watco medical plan.
- For full access to your HRA/HSA funds you must meet all requirements of the wellness program.
- Remember that Watco covers most wellness services at 100% with no cost share!

Watco Tobacco Program

- Everyone on a Watco medical plan must go to www.watcohealth.com to verify usage status. You will qualify for the lower, non-tobacco premium rates if:
  - You do not use tobacco products
  - You have quit (3 consecutive months of non-tobacco use)
  - You are currently enrolled in our tobacco cessation program
- Tobacco users pay a higher premium rate.
- Enroll in the Quit For Life Program by calling 1-866-QUIT-4-LIFE (1-866-784-8454)
- Start the Cessation Program by 11/30/18

Quick Checklist:

- Complete wellness exam and biometric screening by 11/30/18
- Spouses on the health plan will also need to complete a wellness exam and biometric screening
- Log onto www.watcohealth.com and verify “YES” the exam has been completed
- Answer the tobacco usage question by 11/30/18

2019 OPEN ENROLLMENT WILL BE MID-OCTOBER THROUGH MID-NOVEMBER, 2018

Omaha Terminal helps power Facebook

All those pictures and videos you post on Facebook have to be stored somewhere. Soon, some of it will be outside of Omaha, Nebraska, in Papillion. Facebook is building a new data center there and they will require massive amounts of power to operate the 146-acre campus. It will include two 450,000-square-foot buildings and an additional 70,000-square-foot administrative building. Managing that amount of power takes huge transformers and switching boxes, and Watco’s Omaha Terminal Team jumped on the opportunity to handle these components. They partnered with Patriot Crane & Rigging to transload and temporarily store them at their facility. We know the Team "liked" this opportunity!
Congratulations to the following Team Members celebrating anniversaries this month.

1 Year: Matthew Allen, Ramon Betancourt, Joshua Bowling, Josh Broshears, Sayre Collie, Marquita Connor, Travis Cooper, William Costantini, Kearney Costello, Mark Daniels, Erin Davis, Michael Del Vecchio, Christopher Escamilla, Nicholas Everett, Cameron Gintner, Chastity Gonzales, Logan Gruver, Mitchell Guenther, James Hall, Harley Hamrick, Vernon Haynes, Lisa Hepburn, Tyler Hobbert, Riley Jaynes, Jimmy Joblet, Cameron Lawrence, Bernice Martinez, Glenn Mayes, Levi McWilliams, Dalton Melford, Hunter Muller, Emma Ortiz, Christopher Otter, Samantha Pederson, Tyler Post, Austin Pursley, Richard Richards, Tristen Richardson, Daryle Rogers, Kevin Savage, Donald Scott, Larry Shepherd, Thomas Shifflett, Jon Singleton, Laura Smith, Tyrone Thompson, Robert Wagner, Travis Wiley, Dakota Wirth, Justin Wittsnader, Cudy Wosley, Johnathon Zorn

2 Years: Delmer Armentrout, Jeremy Bouler, Ryan Dimick, Macy Freeze, Matthew Garrett, Allen Gearhart, Travis Grose, Kourtney Hatch, Jason Hinkle, Lanaya Lara, Ear Musci, Darin Price, Brandon Salee, Nick Schwartz, Aaron Snow, David Sowers, Trusty Whiddon, Johnny Williams, Liang Yan

3 Years: Zakky Briggs, Kenneth Davis, Zachary Eaton, Michael Higgins, Clinton Johnson, Drury Kane, Chad Klopfenstine, Jeremy LeMar, Daniel Martin, J. Homero Medina, Raul Medina Ramirez, Daniel Mendoza, John Moriconi, Justin Morrison, Kevin O’Rourke, Danny Queen, Eric Renick, Thomas Rochelle, Jonathan Roquet, Robert Ross, Travis Schnellie, Michael Schoenherr, Austin Slinkard, Manuel Torres-Miramontes, Maddy VanBecelaere, Juan Vasquez, Blase Westaby, Carina Wiles, Marcus Zambrano, Owen Zidar, Kelly Zulfer


5 Years: Ignacio Alatorre, Christopher Butler, Jacob Cahill, David Callan, Jesus Carmona, Jennifer Crossno, Jace Fisher, Stanley Jepson, Joy Lavoie, Arden Martinie, Mackenzie Peterson, Michael Umness

6 Years: Enrique Castaneda, Leslie Dodd, Billy Edwards, Matthew Fellers, Laramie Gahman, David Giertych, Daniel Gorseth, Christopher Hughes, Don Latimer, James Mobley, Craig Rasmussen, Gilberto Rivera, Daniel Rodriguez, Floyd Schrock, Brittany Townsley, Clint Woods, Rito Zertuche

7 Years: Robbie Aucoin, Mark Cendejas, Justin DeWitt, Ernie Farrand, Michelle Harris, Fred Hinson, Justin Hoggler, Linda Jordan, Albert Mertt, Steve Sheldon, Adam Weddle

8 Years: Dawn Baker, Benjamin Beers, Lauren Caler, Damien Cantrall, Bobby Garmon, Cedric Graham, Steven Johnson, Matthew Kerns, Michael Kerns, David Miller, Andrew Moos, Jaque Murray, Bradley Shows, Benjamin Tarran, Peter Tierji, Sam Wolfe

9 Years: Lewis Barlow, Michael Reeves, Chadd Thimesch, Cody Winkelman

10 Years: Daniel Archer, Robin Combs, Kevin Griffin, Michael Hankins, Kevin Keninson, Michael Stitzel, Lori Vaden

11 Years: Bryan Bernath, Dale Cross, Sergio Delgado, Timothy Dykes, Donald Moss, Jamie Wilson

12 Years: Nancy Dickey, James Hagans, Bill Miller, Wesley Murray, Kenneth Thomas

13 Years: Aubrey Bergui, Christopher Boatman, Jonas Colley, Matthew Davis, Annetra Garcia, Matthew Hare, Mark Harrington, Allan Roach, Karl Stephens, Reynaldo Vargas, Thomas Williams, Carol Young

14 Years: William Balzen, Charles Clay, Brandon Craddock, Stacy Grant, Joseph Nazimek, Julio Parada

15 Years: Gyle Rodewald, Gary Vaughn

16 Years: Arnulfo Rangel, Eric Wayne, Michael Wilson

17 Years: Charles King, Gary Rosenow

18 Years: Kara Bowman

20 Years: Donald Browder, Eric Davison

21 Years: Richard Gruber, Nathan Trejo

22 Years: Larry Smith, Jesus Victoria

23 Years: William Benson, Brad Hayes, Michael Moore

24 Years: James Smith

27 Years: David Tarwater

34 Years: Timothy Seitz

37 Years: Randy Alcorn

40 Years: Rickey Moore, Robert Watson

---

Summer Spike is almost over, but remember to stay safe. Don’t fall into Fall!

---

The Dispatch • September 2018 • 7
Watco's Grand Elk Railroad runs up the west side of Michigan from the Indiana border north to Grand Rapids. The Ann Arbor Railroad runs a similar track on the east side, running from Ann Arbor to the Ohio border. That means Watco's rail presence in state is almost 200 track miles.

With that in mind, Watco's Vice President of Commercial Doug Conway spoke as part of a panel at last week's Michigan Rail Conference in Saginaw, Mich. He provided an overview of Watco and together with his panel, provided conference attendees with updates on the rail industry's growth, investment, and initiatives across the state.

The conference's theme was "Improving End to End Journeys: Integrating Partners," and focused on partnering Michigan's rail industry closely with its Customers and other transportation modes to enable rail to better provide first and last mile service, and everything in between.

Right: Watco Vice President of Commercial Doug Conway presents as part of the "Michigan Update" panel at August's 2018 Michigan Rail Conference.

**TEAM MEMBER SPOTLIGHT**

*by Dustin Hiser*
*Austin Western Railroad Roadmaster*

Corbyn Smith was recently selected as the Team Member of the Quarter for the Austin Western Railroad (AWRR). Corbyn was announced the winner at a company outing at a baseball game. He was given a custom engraved belt buckle and recognized in front of all his peers and their families.

Corbyn joined AWRR as a laborer in June of 2017 when he was only 18 years old, making him the youngest team member on the property. Since Corbyn joined the Team, he has added an indescribable amount of value. He is known as the work horse of the group and definitely sets the pace for the rest of the Team. His desire to learn and grow is evident by his work ethic. There hasn’t been a challenge yet where he failed to rise to the occasion. Most recently, he was qualified as an RWIC and a welder. He is already obtaining his own protection and leading work groups. He is currently earning his CDL and has also become a skilled backhoe operator.

His humble attitude and servant mentality make him the ideal leadership candidate for Watco. We were not surprised when he was voted by his peers as Team Member of the Quarter. We look forward to great things from Corbyn Smith.