The Watco Team’s favorite time of year has come and gone, leaving many exhausted but pleased with the time spent with Customers and vendors. Each fall, Watco hosts Customer Appreciation Days, a three-day event filled with golfing, guns, and good times.

With the assistance of several generous sponsors, Watco hosted its largest event ever this year, with more than 350 attendees. The event started out years ago as an excuse for Watco Executive Chairman Rick Webb to goof-off and hunt with a couple of Customers, and it has grown into an annual event that gives the Watco Team the opportunity to thank many of our Customers for choosing to do business with us and allowing us to grow our businesses together.

"Customer Appreciation Days is like a big family reunion," said Brad Snow, All Aboard Foundation president. "I’ve been attending these for 18 years and have developed some great relationships over that time. I really look forward to seeing everyone each year."

The expected rain held off for most of the events with just Thursday afternoon and evening seeing some moisture. The event started off Tuesday evening with a dinner at the Kansas Crossing Casino, and then the group met early the next morning at the Watco office for a welcome breakfast and instructions for the day. Groups then headed out to the various locations for clay shooting, golfing, and hunting. That evening, they gathered back together at the casino for dinner and a silent auction to raise funds for the All Aboard Foundation.

The auction raised $8,525 with the help of generous bankers, vendors, and Customers.

"Our bankers really step up and help out with a lot of the auction items," said Snow. "Without them, the auction wouldn’t be possible. This year we also had some items from our vendors and Customers."

The All Aboard Foundation was created to improve the quality of life in the communities that Watco operates in and the money raised by the auction will help fulfill that mission.

On Thursday, guests met again for breakfast and then headed out to their respective venues for another fun-filled day.

That evening, a bonfire warmed the guests while the Thompson Brothers, a welding supply company out of Coffeyville, Kansas, proceeded to cook an array of delicious treats on the T&C Wildlife grounds.

Thanks to everyone who made the event possible—we look forward to seeing you again next year!
Things are "salty" in Cincinnati

by Tracie VanBecelaere
Managing Editor

Things are "salty" at the Watco terminal in Cincinnati, Ohio, but don't confuse it with the slang term of being salty because the Team isn't angry, agitated, or upset; they're just moving a lot of salt. After recently completing a $4 million project, the team is positioned to move even more salt in the future.

The project consisted of installing a salt pad, and storm water system to catch the runoff of saltwater that occurs following heavy rains and snow. The runoff is funneled into a pipe which directs the flow to an environmentally approved location.

Terminal manager Rusty Smith said that since Watco took over the facility in June of last year, the facility has seen the completion of several important capital projects, the storm water project being one of them.

"The facility has had an amazing makeover since Watco took it over. We've been able to add new equipment, build a new maintenance shop, and complete other much needed improvements," said Smith. "The salt pad project was needed to meet EPA standards and puts our facility a step ahead of others that have not made accommodations to meet the guidelines."

The facility receives road salt and warehouse salt via barges that navigate the Ohio River. The road salt is trucked out to various locations, and the warehouse salt is either barged to their largest Customers, Morton Salt or Compass Minerals, where it is bagged and sold to stores, or it is trucked to water treatment plants.

In addition to the dry bulk business, the terminal also has a liquids division that handles petroleum and chemicals. The products are both barged in and go out by truck or rail or they are trucked in and go out by barge. The facility has 11 tanks on site with a 238,704 bbl capacity.

There are currently 18 Team Members at the facility who have gone injury free since start-up.

#WATCO MOVES

by Jay Benedict
Digital Communication & Social Media Specialist

Customer: Martin Marietta
Commodity: Railcars
Location: Cove, AR, Dallas, TX, Medina, TX, and Mill Creek, OK

Most Watco Moves articles are about various commodities that are transported on our railroads or through our terminals and ports. This month’s edition is a little different, because instead of it being about Watco moving a product, it’s about Watco Team Members being on the move to serve our Customer.

Most are familiar with Watco Mechanical Services’ (WMS) shops rejoining the Watco Team recently, however, there’s another arm of WMS that is fairly new and not as many people are aware of. That’s what we call Mini Mobile Repair. The majority of them are at what we call dedicated sites. They’re Teams that are set up on the Customer’s property in their plants. These include rock quarries, chemical facilities, refineries, and others.

Four of these sites are dedicated to our Customer, Martin Marietta. Martin Marietta produces aggregates and building materials, and Watco provides our repair services at their quarries and unloading facilities. Beyond these four main hubs, our Team is able to respond to any need this Customer has at 28 satellite locations as well. Dedicated locations typically do not to work for other Customers because our agreements include a guaranteed number of hours worked for that specific Customer. If they do other work, it’s typically after the hours for the main Customer have been completed.

The Team at Medina facility in Hondo, Texas has been running for about two years now. A typical day there starts out with at least one Watco representative attending the Customer’s morning safety meeting. Then, they hold a job briefing so everyone knows what trains are coming in and what the inbounds look like. At Martin Marietta, the railcars all arrive as unit trains, so our Team works with them to coordinate when they can do an inbound inspection. The idea is to capture any damaged cars before they enter the facility.

“We try to work with the Customer so we don’t hinder their operation, but at the same time we do our due diligence and ensure that their trains are safe,” said mechanical operations support Cameron Lundy.

The Teams perform the inspections as the trains arrive and make notes of any necessary repairs. They then decide if what performs are called in-line repairs. These vary from simpler things like brake shoes, air hoses, springs, valves, and knuckle pins, to heavier repairs like changing wheels, brake beams, and more if they’re in a safe spot. They’re called in-line because they can be done without breaking up the train and switching those cars out.

“If at all possible, if we can do it in-line, it’s much more efficient for us and it’s much more efficient for our Customer,” Lundy said. “That way we can do our repairs, they can grab that train and start loading or unloading it, depending on where it’s at.”

If it’s deemed it’s not safe enough to do heavier repairs in-line, the car is placed in bad order. The Team notifies the Customer that the car needs switched over to a designated rip track, which each location has. There, the repairs can be safely done without delaying the rest of the train.

“We do job site inspections before every task,” said operations supervisor Jason Garza. “Our team goes over the whole area where they’ll be working the train for any hazards. It might be something as simple as loose rock that fell off the train that could cause a fall hazard. We’ll clean it up and notify the Customer about it to watch for it as well. If it’s something as simple as that, we’ll proceed with the repairs in-line. If there’s something more serious, we’ll request the car to be cut out. It’s a really good relationship and we all watch out for each other’s safety."

More than 75% of the repairs are performed in-line, and the train is ready to keep rolling. The Medina facility runs two shifts and the Team Members work in pairs. Almost everything is repaired in a 24-hour cycle, and if a car is set out as a bad order, it’s back in service within 16 hours.

“Every Team Member that we’ve had here, except for one, so ten out of the 11 here had no rail experience at all,” Garza said. “So, for them to rise to the challenge, and quickly and safely repair the cars for the Customer every day is a tremendous accomplishment for them.”

Martin Marietta has an agreement with Union Pacific that their trains have to run at a minimum of 90 cars if it’s a 95-car set or 130 cars for their larger train. In the two years the Mini Mobile Team has been on the property, they haven’t had a short order yet, meaning they’ve always had more than the minimum. That wasn’t always the case.

“Repairing the cars in-line has really increased our ability to keep up with the demand. We have our Team in the right place and open lines of communication with the Customer,” Garza said. “That’s what’s driving our success here.”

This just one instance across several Customer in locations across the country. Our Team Members spend about 85% of their time at their main hubs, but do travel to satellite locations for Customers. There is an actual mobile repair unit, as well, with three Team Members that are dedicated to go wherever any Customer needs them.
Contest winners selected for Watco’s 2019 calendar

by Tracie VanBecelaere
Managing Editor

The 2019 Watco calendars are hot off the press and there are many talented photographers represented from all across the country. Something different about this year’s contest is that the winner isn’t featured on the cover. The composition of the photo didn’t lend itself to having anything covered up by text so although Scott Keaffaber won first place, his photo is featured for the month of April.

A committee selects the photos each year based on composition and representation of Watco properties. There are some areas that have more submissions than others and unfortunately, that can eliminate some quality shots. Photographs are sent in throughout the year and accepted from both Team Members, professional photographers, and some very talented amateurs.

The cover photograph was taken by Keiwoon Krause and features a clear Wisconsin sky with a full moon lighting the trains’ way to Chicago. The back cover takes a step back in time as a Blue Ridge Southern Railroad train passes by long forgotten gas pumps from back when gas cost only a dollar a gallon. Two terminal locations made the calendar this year: Oklahoma Transload Services and Elizabeth, New Jersey. Both feature cities in the background, one is just a lot larger than the other.

The Neodesha, Kansas, shop represented the mechanical group and was perfect for July with the patriotic theme.

A calendar wouldn’t be complete without something from Western Australia. This year the two Watco locomotives pulling the intermodal cars through Fremantle were a change from the rolling countryside photos that are normally sent in.

The month of June is represented by Hunter Richardson’s Blue Ridge Southern Railroad photo. Richardson was the winner of the 2018 second quarter photo contest held on the Watco Companies’ web site. Winners of the quarterly contests are selected by visitors to the site and all entries to the quarterly contest are automatically entered into the calendar contest.

Thanks to all the photographers that sent in photos for the contest, we wish that we could use them all! Anyone wanting to submit photos for the quarterly contests or the calendar contest can send them to photos@watco-companies.com. Be sure to send a description of the location and the name of the photographer.

Steven McKay
Grand Elk Railroad

Jay Benedict
Oklahoma Transload Services

Chase Gunnoe
Kanawha River Railroad

Scott Keaffaber
Ann Arbor Railroad

Scott Rudolph
Elizabeth, NJ Transfer Station

Hunter Richardson
Blue Ridge Southern Railroad

Jay Benedict
Neodesha, KS Mechanical Shop

David Honan
Palouse River & Coulee City Railroad

Murray Rowe
Fremantle, Western Australia

Gregory Bill
Louisiana Southern Railroad

Josh Coaster
Pacific Sun Railroad

Sharon Wisen
Wisconsin & Southern Railroad

Keiwoon Krause
Wisconsin & Southern Railroad

Ryan Robinson
Blue Ridge Southern Railroad

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Greens Port Team sets cargo tons record

by Tracie VanBecelaere
Managing Editor

The Greens Port Stevedoring Team is setting the bar high for anyone hoping to follow in their footsteps. They just completed a record setting project of unloading 69,002 net tons of barite at the terminal.

The barite arrived at the docks on Thursday, October 25, and the Team had the ship unloaded six days later. The gearless Panamax vessel was 755 feet long and had seven hatches. Because it was gearless, the Team had to use their own cranes to unload the ship. They used a Liebherr 550 crane with 19 yard bucket and a Liebherr 320 with a 14 yard bucket to discharge the ship. Twelve people were working at any given time and the crews worked 24 hours a day to unload the cargo.

Hector Saenz, Jr., general manager of stevedoring and operations at the port said, "I've been in the business for 20 years and haven't seen this kind of tonnage unloaded to date."

"Our teams here did a great job of getting it unloaded. Special thanks go out to the shore crane operators, the general labor, and supervisors that made this possible," said Saenz.

In 2017, the Port handled a total of 319,254 short tons of bulk materials. The ship sailed from China and arrived fully loaded at the dock at a draft of 39.9 feet, the channel is listed at 40 feet which didn't give much wiggle room.

Saenz said, "When talking to the agents, the draft is an important detail that they are sure to note and ensure that the ship is able to make it down the channel without any issues. They loaded the ship, but made sure that it wouldn't have to stop and unload any material further down the channel."

"The support of our great Customers, the experience of our Team, and the acquisition of the shore cranes has allowed us to handle more than double our 2017 tonnage with multiple vessels still to discharge before the end of the year," said Ernie Farrand, vice president of operations.

"This is another excellent example of when teams from operations, commercial, HSE, and support work together, we can continue to raise the bar to provide better solutions for our Customers," added Farrand.

Greens Port currently has projects underway for new Customers that will increase bulk tons by another one million bulk tons in next two years.

Hats off to retiring Customer Bill White

by Jay Benedict
Digital Communication & Social Media Specialist

After 42 years with Coffeyville Resources, long-time Watco Customer and friend Bill White is retiring. When Bill retires, a unique tradition is retiring with him. Bill has attended Watco’s Customer Appreciation Days for years, and in 2007 he was assigned commercial director Amy Parady as his host for the event. When Amy introduced herself on the first evening, her Southern accent prompted Bill to ask where she was from. When she replied with Tuscaloosa, Alabama, Bill yelled out, “Hell, no! Rick (Webb), I need a new host!” Bill is a diehard Louisiana State (LSU) Tigers fan, and wasn’t about to spend the next couple days with an Alabama fan.

Amy talked Bill into giving her a chance and by the end of Customer Appreciation, Bill let her know she was welcome to be his host again the next year. In 2008, when Bill arrived, Amy surprised him with an LSU cap. Bill thought it was a really nice gesture until he turned the hat around and saw “from Alabama – Roll Tide” embroidered on it.

“The next year Amy showed up with a white hat for me with LSU embroidered on the front, I thought that was really nice, then I turned it around and saw that Alabama crap on the back,” laughed White.

For the next 10 years, the two took turns exchanging the hat at Customer Appreciation, and each year, new dig at each other’s teams had been added. At this year’s event, Amy put the hat in a case and presented it to Bill as a retirement gift and to honor the friendship between the two.

“Bill’s been such a good friend and supporter of Watco for so many years,” said Amy. “It’s sad to see him retire, but we’ll still talk on Alabama-LSU game days, and we wish him and his family nothing but great things in the years ahead.”
Inaugral FRA Grade Crossing Summit held

by Tracie VanBecelaere
Managing Editor

Matt Koser, manager of safety and training from Wisconsin, works very closely with WI Operation Lifesaver, and Travis Herod, senior vice president of safety and training, attended the Federal Railroad Association's (FRA) first ever Trespasser and Grade Crossing Fatality Prevention Summit in Washington, D.C., at the Department of Transportation (DOT) building.

U.S. Secretary of Transportation Elaine Chao gave the keynote speech opening the summit, sharing DOT's commitment to working with railroads and stakeholders on eliminating trespasser and grade crossing fatalities.

FRA Administrator Ron Batory also spoke on the importance to work together to reduce these life changing events, and encouraged railroads to continue to develop and utilize technology to stay ahead of the curve. Other speakers from families impacted and labor and law enforcement spoke on the impact, and efforts to reduce accidents.

FACTS: • Ninety-four percent of all rail-related fatalities and injuries occur at railroad crossings or are due to trespassing. Almost all of these deaths and injuries are preventable. • Trespassing along railroad rights-of-way is the leading cause of rail-related deaths in America. Nationally, more than 400 trespass fatalities occur each year, the vast majority of which are preventable. • Railroad crossing incidents are the second leading cause of rail-related deaths in America.

Kris Colley, Birmingham Terminal Railway roadmaster, and his fishing partner Adam Bain took home first place at the 2018 Alabama Bass Trail (ABT) fishing tournament. There were 178 teams that competed in the two-day cumulative ABT tournament.

Kris’ team won with a two-day total of 30.04 lbs. On day one the duo were on top of the leaderboard with a total weight of 18.75 lbs. On day two, the team had a total weight of 11.29 lbs., bringing them in for the win.

Their team won by a cumulative two-day total of 2.26 pounds. Last year, they took home the second place in the 2017 ABT Championship. Hard work and dedication to the sport paid off for them this year. Kris and Adam won the grand prize, a 2019 Phoenix 819 Pro XP Bass Boat. They also took home cash prizes as well.

Birmingham Terminal Railway Team Member Kris Colley (left) and his daughter Zaylee, get a photo taken in the Phoenix Bass boat he won at the 2018 Alabama Bass Trail Championship. Kris’ fishing partner Adam Bain and his daughter Sawyer are on the right.

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Watco's Forty and Eight hits the parade circuit

by Tracie VanBecelaere
Managing Editor

Watco’s Forty and Eight train has hit the parade circuit. The unit rolled down the streets of Pittsburg, Kansas, for the annual PSU homecoming parade and then showed up at the Neewollah (Halloween spelled backwards) parade in Independence, Kansas. It will also make an appearance at the Veterans Day parade in Neodesha, Kansas, in November.

"The Neodesha Team was proud to represent Watco in the parade," said Dion Wilkens, Neodesha shop manager. "There were more than 30 Team Members with their families in the parade and there was an estimated crowd of 8,000 at the parade."

The train, consisting of a motor powered locomotive and box car, was built by W.B. (Bus) Johnson, father of Kaye Lynne Webb and father-in-law of Watco founder, Rick Webb. The train was originally built in 1950 for the Forty and Eight Society which was founded by veterans from World War I. The society was formed in 1920 and traditionally has a train for parades as a teen. The train disappeared around the 1960’s and resurfaced when Watco Executive Chairman Jack Darrah, PES supervisor, rail and trucks, said, "The guy who owned it said he had bought it from someone who was getting ready to sell it as scrap iron and he agreed to sell us the set." The train was taken to the Coffeyville, Kan., mechanical shop and repaired and sent back to Pittsburg. Once the train arrived in Pittsburg it again made the parade circuit with many of the Watco and Webb/Lundy kids and grandkids riding in the boxcar and engine. This year, the train was driven by one of the kids that used to ride in back, Cameron (Bubba) Lundy and passengers in the back included an new generation of Watco littles.

Driving the Forty and Eight in the Pittsburg, Kansas, Homecoming parade is Cameron (Bubba) Lundy with his son Camden Deao on the step. Riding in the back are Jamie Lundy, Megan Webb, and Jake Webb.

"I asked my dad if he knew anything about it and he told me that it was the train that my grandpa had built," said Webb. "The guy who owned it said he had bought it from someone who was getting ready to sell it as scrap iron and he agreed to sell us the set." The train had been used for many occasions since Johnson built it and Kaye Lynne remembers riding in parades as a teen. The train disappeared around the 1960’s and resurfaced when Watco Executive Chairman Rick Webb saw the engine sitting at an old gas station in Pittsburg.

Neodesha EHS manager William Newport drove the Forty and Eight in the Neewollah Parade in Independence, Kansas. There were more than 30 Team Members with their families that rode in the parade.

or eight horses. The society was formed in 1920 and was originally an arm of the American Legion, but the Forty and Eight became an independent and separately incorporated veteran’s organization in 1960. Membership is by invitation only and an eligible candidate must be an honorably discharged veteran of the United States Armed Forces.

The train had been used for many occasions since Johnson built it and Kaye Lynne remembers riding in parades as a teen. The train disappeared around the 1960’s and resurfaced when Watco Executive Chairman Rick Webb saw the engine sitting at an old gas station in Pittsburg.

PES wins NAR Grand Slam Award

by Tracie VanBecelaere
Managing Editor

Congratulations go out to Watco’s Philadelphia Energy Solutions (PES) transloading location. The Association of American Railroads (AAR) recently announced the 2018 recipients of the Holden-Proefrock Award and the 2017 Non-Accident Release (NAR) Grand Slam Awards and the PES was a recipient of the NAR Grand Slam Award.

The NAR Grand Slam Award is presented annually to companies that are exemplary shippers of hazardous materials. An award winner must have been recognized by at least four Class I railroads and have had zero non-accident releases involving their shipments the previous calendar year. A hazardous materials non-accident release is an unintentional release of a hazardous material while in transportation, but not involving an accident.

Jack Darrah, PES supervisor, rail and trucks, said, “Your teams do a tremendous job with rail every day and it is very much appreciated and recognized. And now by the whole railroad industry.”

Not only did the Team win the Grand Slam Award, they have the distinction of holding a five-year injury-free record, a record that dates back to the start-up of the terminal.

“I’m proud of our team for going injury-free since the start up of the operations," said Mark Gyenes, MS, IMPE, CMAS, Watco divisional safety manager. "It’s nice to see the team getting recognition that they deserve.”

The Team at PES is responsible for all movement, inspection, repair, scheduling, and Class I brake testing at the facility.

Brandon Lockley, terminal manager said, “Our team is responsible for thousands of cars each month, and to receive this award is a huge accomplishment. It’s truly rewarding to know we are doing our part in safely shipping hazardous materials.”

Travis Herod, Watco senior vice president of safety and training, said, “Limiting non-accidental releases is a key part to shipping hazardous materials safely, and the PES team exemplifies the dedication to making America’s railroads safer every day! While this is certainly the expectation, it’s fantastic for the team to be recognized for the successful execution of their duties to ship each hazmat car safely.”

“NAR Grand Slam was given to only 42 recipients in 2017, out of all the thousands of shippers across the country that ship hazardous materials and its exciting to see our team win it,” added Herod.

Watco operates the Philadelphia Energy Solutions terminal in Philadelphia, Pennsylvania, and they were one of only 47 locations in the United States that were awarded the NAR (Non-Accident Release) Grand Slam Award.
Congratulations to the following Team Members celebrating anniversaries this month.

1 Year: James Alexander, Nicole Bailey, John Barrows, Tyler Chamberlain, Grant Cooley, Thomas Coward, Jeffery Dalman, Timothy Davis, Joshua Downey, Jerome Duncan, Joseph Elliott, Norman Fair, Ramon Figueroa, Drew Fitzwater, David George, Efrain Gonzalez, Aaron Guillory, Christie Harvey, Tony Hawkins, Jeremy Houchin, Kimberly Hughes, Heather James, Jeremy Jones, Kyle Jones, Robert Krykoewicz, Jona-thon LeBlanc, Jeremy Lothridge, Aaron Maze, Arthur Meade, Lacie Moore, Shawn Myles, Kenneth Peters, Garrett Pickens, Isaac Poitra, Bryan Price, Andres Rivera, Lanny Ross, David Shearer, Nadeia Shemwell, Chad Simpkin, Charles Sizer, Wendy Smith, Sean Sulli-van, Travis Tackett, Zachary Tatum, Dorrant Terrell, Austin Tracy, Ana Van Rooyen, Nicole Waller, Robert White, Willie White, Mariam Williams, Terince Williams, Corey Witherspoon, Sam Yim.


3 Years: Shalae Bastian, Laura Blodgett, Kathleen Bunting, Donny Campos, Marcus Carlson, Cameron Cason, Alfonso Castillo, Fabiola Cervantes, NaTasha Cross, Chad Crosswhite, Corey Davis, Renita Edwards, Justin Foshee, Eric Gath, Jacob Goodrich, Kathryn Grider, Billy Hams, Allen Johnson, Timothy Keegan, Paul Kotzman, Daniel Mavers, Cody Monsue, Andrew Nielsen, Curtis Olson, Timothy Rautenberg, Jon Ripley, Anthony Shepherd, Marty Swenson, Alfredo Vazquez, Zachary White, Derrek Wilson, Floyd Yusbank, Jennifer Zabel.


5 Years: Jayson Banks, John Boehm, Brandon Burkard, Valrie Calhoun, Vance Coyle, James DeGraaf, Andrew Driscoll, Brian Freeman, Nick Golin, Terry Gooch, Robert Hiller, Jared Kerlin, Katarina Lawrence, Justin Mead, Bookers Sanders, David Scott, Dylan Skeen, Jose Sostre, Larry Spierer, Diane Steffen, Jeffrey Vandegnachted, Hadyn Weeks.

6 Years: Matthew Adams, Charles Bella, Dennis Burt, Russell Cunniff, Mickaela Doyle, Jeffrey Ebarb, Amber Gardner, Azarel Guzman, Timothy Humphrey, Aaron Jensen, Dexter Sepulvado, Michael Smith, Cody Tracy, Michael Trull.

7 Years: Matthew Barr, Gregory Bartholomew, Everts Bartula, Brooke Beasley, Shane Bengson, James Chinowith, Anthony Cozart, Erik DeHoyos, Justin Gaulrapp, Brent Henson, Robert Hill, Geoffrey Holder, Larry Janikowski, Melissa Jasper, Jonathan Key, Lester LaCaze, Hilda Morin, Zachary Parker, Aaron Tombsky, Eric Turner, William White, John Wiebelhaus, Gregory Wooldridge.

8 Years: Courtney Burks, Alan Cheek, Michele Howard, Karzaer Jackson, Cymantha Ledford, Timothy Lewis, Keith Singleton, Kevin St Aubin, James Tyler.

9 Years: Octavio Barbosa, Chad Davis, Kevin Hampton, Brian Kemp, Joseph Knight, Jacob Link, Bradley Scott, John Walker.

10 Years: Derek Brau, Andrea Harville, Travis Hodge, Joseph Magruder, Donald Nixon, Jeffrey Pierce, Alice Wade.


12 Years: Eddie Blackwell, Joshua Jewell, Russell Knight, Gerald Lewis, Marvin Minerv, Lawrence Rapp, Earl Sims, Ron Spencer.


14 Years: Rick Baden, Joshua Braden, Zachary Henwood, Scott Holmes, Michael Mariano, Michael Mosser.

15 Years: Kim Funderburk, Robert Powell, Eric Slipp, James Wolf.

16 Years: Benjamin Johnson.

17 Years: Jimmy Johnson, Gerald Wiser.

19 Years: Steven Ayala, Cyril Bangari, Jesus Cepeda, Steven Russell, Kelley Scarrow, Brooke Toomey.

20 Years: Fernando Avila, Timothy Hoffman, Robert Rush.

21 Years: Lloyd Huston, Don Slaughter.

22 Years: Paul Loper.

23 Years: Chad Byles.

24 Years: Julie Sanchez, John Wingert.

25 Years: Carlos Barnes, John Brown, John Ostrander, Terry Snowell.

27 Years: James Belsha, Bennie Hill.

30 Years: Charlie Estrada, Bruce Ferreebee, Howard Green, Kenneth Jordan.

31 Years: Mary Mauch.

33 Years: David Bidelman, Vic McClure, William Norris.

35 Years: Charles Faro, Rolan Herman.

38 Years: Louis Sage.

40 Years: James Ellis.

Births

**Summar’Rae Shaun Johnson**

Ladarion and Valencia Johnson are proud to announce the birth of their daughter Summar’Rae Shaun. Summar’Rae was born on October 9, 2018. She weighed 5 lbs., 7 oz., and was 19 inches long.

Summar’Rae was welcomed home by her sister Rahniya, 9, and her brother, Gracen, 2.

Ladarion is an operator at the Houston, Texas, Greenwood facility.

**Amelia Jean Grogan**

Drew and Kristi Grogan are proud to announce the birth of their daughter, Amelia Jean. Amelia was born on August 13, 2018. She weighed 7 lbs., 10 oz., and was 21 inches long.

Drew is an engineer on the Ann Arbor Railroad.

**Greens Port Team treated to a spooktacular lunch**

Team Members at Greens Port Industrial Terminals fought through cobwebs and ate with spiders as they were treated to a Halloween lunch at the facility. The potluck lunch was organized by CSR Brittany Hodge and her supervisor Mandi Favalora. Team Members brought their favorite foods to share such as pizza, chicken, tamales, and more dessert than anyone could eat. The kids definitely didn’t have to worry about anyone from the lunch dippin into their treat buckets that night!
Congratulations to the Zacha Terminal Team on their two for two record. The Dallas facility has been open for two years and they have gone two years injury free.

The Team celebrated the event with a full spread of barbecue from Baker's Ribs. The Team was joined by guests from our partner, Kansas City Southern, our Customer Hunt Refining, and other Watco Team Members from the operations and commercial groups.

Jake Gandy, terminal manager said, "I'm proud of our team going injury free since start up. Safety is not a gadget, but a state of mind."

The Zacha Team operates the terminal in Dallas for the Kansas City Southern Railway, who provides rail service to the facility. The multi-commodity terminal offers 9,523 feet of track space with room for 190 railcars and 80 acres of storage for Customer materials.

Watco's Brian Spiller, commercial director, recently spoke at the 51st Annual Pittsburgh, (Pa.) Chemical Day Conference, one of the largest one day chemical conferences in the U.S. The event was held on October 2 at Heinz Field.

Spiller gave a presentation on Watco and its footprint in the transportation and logistics sector. He was also asked to participate in a panel discussion, along with three other transportation professionals.

The group discussed current transportation and supply chain trends, along with providing personal perspectives on future needs. They answered questions from the audience of chemical producers and offered solutions for future transportation needs. Tom Janssens, Westlake Chemical, Neal Rothchild, CLX Logistics, and Avery Vise, FTR Transportation Intelligence were the other panelists.

Discussed was the expected growth in chemical logistics, the outsourcing of transportation services, and the potential for delays in procuring a supply chain to impede the industry's growth.

"I was truly honored to be asked to participate in the event and to present to my peers in the chemical, safety, and transportation industries," said Spiller. "I've been invited to participate in next year’s event and am looking forward to attending."