When Beachner Grain wanted to expand their facility in Independence, Kansas, Watco team members knew it would take a cooperative effort to make it happen. Improvements at the facility included the installation of two grain bins that would hold 125,000 bushels of grain. Renovations on the rail side included pulling up and moving track siding at the facility and making upgrades to the mainline track serving the location.

With this being such a big project and it needing to be completed prior to harvest, team members from both the Birmingham Terminal Railway (BHRR) and the South Kansas & Oklahoma Railroad (SKOL) were pulled in to work on the project.

“We asked our guys who wanted to go to Independence to help out, and everybody raised their hands,” said David Tarwater, general manager of the BHRR. “We had to narrow it down from there.”

This has been an excellent opportunity for team members of the BHRR, since business with US Steel, the BHRR’s biggest Customer has changed.

“The change in business has allowed us to branch out to other railroad properties and help them with different projects. We’ve been to Kansas and Kentucky for work like this,” said Tarwater. “That showed the team members that we’re not going to have layoffs. Instead, we’re going to use it as an opportunity to help out other railroads.”

Jimmy Patterson, general manager of the SKOL and the Kansas & Oklahoma Railroad, cites the importance of two different railroads working together, “We are constantly looking for ways to knock down the imaginary walls that sometimes exist between separate Watco properties. When it comes down to it, we are all on the same team regardless of what railroad logo is stickered on your hard hat.”

Tarwater said of the future of the BHRR team members, “Eventually I would like to see the capital work to have a travelling gang that goes to other properties and perform capital, saving the company a lot of money. It would save hiring a contractor.”

The completed work allows the SKOL to operate more efficiently by being able to serve the elevator from both directions.

Doug Story, vice president of sales and marketing, said, “Beachner Grain has been a long-time Watco Customer and it’s great that we had this opportunity to grow together through this expansion project.”

He added, “We get to operate more efficiently and they get to move more grain. It’s a win for both of us.”

Both the BHRR and the SKOL teams did an excellent job of providing for a Customer need. No one could put it better than Patterson when he stated, “This was another example of unity between Watco Railroads, as we all came together to help each other and our Customer.”

- Michaela Kinyon, Contributing Writer

Knawa River Railroad locomotives pull their trains through the beautiful tree-covered mountains of West Virginia and Ohio.

**Two teams are better than one**


KNWA rolls into motion

At 12:01 am on July 31st, Watco’s 36th short line railroad, the Kanawa River Railroad (KNWA), began operations. After many months of preparation, the team was excited to see their hard work in motion.

KNWA General Manager Derrick Jackson said he was glad to get day one in the books. “Everyone showed up in good spirits and they were excited to get to things going and provide service to our customers.”

The Kanawa River Railroad (KNWA) consists of 309 miles of track running south from Refugee, Ohio, to Maben, West Virginia. The railroad's name is derived from the Kanawa River in West Virginia which the railroad follows south through the state. The KNWA ships approximately 20,000 carloads of product annually for the energy, aggregate, agriculture, and chemical industries.

One thing that sets the KNWA apart from other Watco short lines is they started out using the new ROAM tablet system. The system provides a way for the crews to keep the train listing in real time as they put the information into the tablets as the moves and switches are made.
The team on the Mission Mountain Railroad (MMT) in northwest Montana has a lot to be grateful for. Their railroad sits at the south end of Glacier National Park, one of America's most beautiful national parks. And, they sit just north of Flathead Lake, one of the west's premiere fishing spots. The team took advantage of the lake recently to commemorate another reason they have for being thankful—five injury-free years on their railroad.

The MMT team celebrated this incredible milestone on April 26th with a full day fishing trip for lake trout on Flathead Lake. The day, which included family members, included a completion with prizes for the largest fish and most fish pounds per boat. Michael Cruse, MMT car shop lead man, won both categories.

“‘The team works hard to stay safe every moment of every day,” Kyle Jeschke, general manager of the MMT, said. “They do this through communication and working as a solid unit on safety.’”

Jeschke added that he is proud of the way all departments at the MMT work together to ensure they stay safe. He noted that his team holds each other accountable to stay safe.

Daily job briefings, discussions about safety focus areas and other key concerns has also helped ensure the MMT has remained injury-free for many years.

“The MMT team hit five years injury free by working hard to be very successful as a team,” Jeschke said.

- Ted Kadau, Vice President Sales & Marketing

Watco ranked 27th for learning culture

When Dick Webb started Watco in 1983, he and eight other team members had one primary focus: To provide top-notch Customer service.

While Webb had knowledge of the railroad business, there was much he didn't yet know: the process of switching cars, for example, or the ins and outs of locomotives. So he and the other team members taught each other.

“We have been a learning organization from Day 1,” said Watco Training and Development Manager Cris Hatcher. “Our initial team began learning the day they went in, and that's never stopped. I think that's what has made us so successful.”

“All we're trying to do is continue that learning across the board as Watco continues to grow,” Hatcher said.

Hatcher and his colleague, Nick Weber are tasked with providing personal development programs related to Watco initiatives to team members across the organization, from coast to coast.

The result? Team members who are armed with better leadership skills and are more aware of the culture of the company.

A bonus? That Watco was recognized by E-Learning Magazine this summer in California as one of the top companies in the world for its learning culture, innovation, and organizational performance, all via Watco University.

Hatcher, who accepted the “Learning! 100 Award” on Watco’s behalf, said the award belonged to everyone at Watco, ranked No. 27 in private companies.

“All of our team members are dedicated to learning and growing everyday so that we can all provide the best Customer service in everything we do,” he said. “It's a win that belongs to us all.”

Hatcher credited Rachael Peterson, now senior vice president for Watco People Services, with laying the groundwork as the first leader of the Watco University program, a program put into place when Watco began its most recent growth mode with new railroad purchases and adding Western Australia.

“We saw an opportunity to pass on what our culture is to new team members,” Hatcher said. “We wouldn't be where we are today with Watco University if it wasn't for her.”

In the beginning, there was one course: Watco U 101. An introduction to leadership, it focused on key philosophies, how to manage people, and how to take care of Customers.

“It was all done here at the corporate location in Pittsburg; the leadership team would fly in, spend the week, and fly back out,” Hatcher recalled.

A 201 program was added, as was a Team Safety and Improvement Committee program.

“We geared that more toward front line team members and safety awareness, including what they can do to improve worksite safety, morale, overall culture,” Hatcher said.

But last year, Watco changed strategies: Rather than have leadership all fly to Pittsburg, the company began hosting workshops across the U.S. to alleviate the challenges that come with travel. The three-day courses are led by Hatcher and Weber, who fly from Alabama to Oregon and all points in between.

“Each class has hands-on activities each day to help tie in the message we're sharing to a real-world application,” Hatcher said.

In addition, they last year launched an online training program that supplements the live training. More than 15,000 online learning modules are available, and team members may take them at their own pace.

“We utilize a learning management system through the vendor Bizlibrary,” Hatcher said. “Our hope is to one day create our own online modules related specifically to Watco.”

It was that training program that netted Watco the award. Some 450 to 500 team members are participating online each year. Topics include not just leadership and management, but human resources, business development, and computer skills.

“It's very humbling that the first time we were nominated, we were ranked 27 out of 100,” Hatcher said. “Facebook was ranked 19.”

“This is definitely an award we can all celebrate.”

- Andra Bryan Stefanoni, Contributing Writer

Watco U Training and Development Manager Cris Hatcher (right) and Nick Weber, Watco U Training Specialist, set up many classrooms such as this one to introduce team members to the culture that drives the companies success.
Wisconsin & Southern brings in new grain hoppers

Always on the lookout for ways to improve their business practices and better meet Customer needs, the Wisconsin & Southern Railroad (WSOR) has recently brought in 125 new covered hoppers. The hoppers, cars used to load grain and other products, went into service the first week of July and will enable the WSOR to improve their business in a variety of ways.

"The main thing here is that by doing this, it will position us for further growth," stated Joe Via, WSOR’s general manager. "We're very big in the grain industry, and by having a little bit bigger cars that we don't have to maintain as often, it's going to help us in the busy season." Along with being brand new, the new hoppers are 5,201 cubic feet, which is 10% larger than the previous cars, some of which were 20 to 30 years old. This not only means that the new hoppers require less service and repair, but they also allow Customers to store 10% more product than before.

Doug Conway, vice of marketing and sales, predicts that these hoppers will cause a direct measurable increase in business. "These hoppers will spend less time in shops, and in the loading facilities because they're easier to handle. All of that will go into increasing efficiency and business for both ourselves and the Customer.

The hoppers were leased to the WSOR after working out a deal with another company. The company that markets them had too many, and according to Conway, were interested in making a deal that worked well for both them and the WSOR. "We did the analysis, and decided that it made sense for us," said Conway.

Surplus cars from the WSOR that are still in good condition are also being cycled down to the KO and SKOL railroads, making this a win for many people throughout the company.

"The surplus cars will be moved to other important profit centers thus providing additional Customers with more capacity and opportunities to expand their businesses," continued Conway. "We all talk about our Customer First Foundation," said Via. "This sets us up to take care of our Customers and earn their business every day. By providing them with an improved hopper they will either need fewer cars or they'll give us more business because we'll be able to keep up."

Via also states that because of the new hoppers, the team members on the WSOR will be able to be more accurate and timely with the Customers, because of increased grain capacity and decreased time in loading that grain and servicing the hoppers. We want to take care of the Customer in a timely manner. Pulling cars doesn't always take care of the Customer."

“We appreciate Doug’s team for looking out for the WSOR in making these deals,” said Via. “Without them, we wouldn’t be doing this, and this is how we're going to grow our business in the future, by growing and working together closely as a team.

Conway concluded, "Delivering value to Customers is not just about the right service at the right price. It also includes the right car in the right condition. The Watco commercial and equipment teams saw a great opportunity to lease state-of-the-art covered hoppers for our important WSOR Customers to allow them to capture additional market share and execute on greater efficiencies. This whole exercise demonstrates Watco's constant focus on providing innovative solutions for Customers on a daily basis.”

- Michaela Kinyon, Contributing Writer

Refugio Team Member gets "called up" to the Little Leagues

Waiting for his Little League uniform to arrive in the mail in late July, Watco lead maintenance team member and electrician John Solis may as well have been eight years old again, when he played baseball for Rockport Fulton, just north of Corpus Christi on the Gulf Coast of Texas.

"I'm very excited, and kind of nervous," Solis said.

While 40 years have passed since he first dressed out to play ball, the game is just as important to him now as it was as a youth. In that time, he's missed only four years of involvement with the sport, having served as a coach, umpire, and board member after aging out as a player.

"The only time I wasn't involved in Little League was when I served in the Air Force from 1989-92," he said.

With this year came a crowning achievement: Solis, who joined the Watco team in February 2014, was selected to be a Little League World Series Umpire in Williamsport, Pa, in late August.

"I've been working at achieving this for years," he said. "It's like a dream come true."

After a rigorous application and screening process, Solis was selected as one of 16 to umpire the event from a waiting list of thousands.

"You only get picked to go one time, and there's usually a long waiting list," he said. "Normally it takes 10 or 15 years to get to the World Series; I was lucky to get there in in four."

The selection process begins with a recommendation from the District Administrator to umpire in an above-state or Regional Tournament. Those nominated are then considered by Little League's nine regional offices.

Solis comes from a baseball family; his dad played semi-pro baseball in area leagues in the early 1960s and ’70s when Solis was a youth. Growing up, he watched his mom and dad volunteer, then volunteered at the same field when he became an adult.

"They set the foundation; that's how I was brought up, to help your fellow man," he said.

Solis, in fact, contributed so much to the sport that the City of Rockport named a Little League field after him.

The World Series, set for Aug. 18-28, will be televised, Solis said. The first few days will be broadcast on ESPN2 and the last three games — the U.S. Championship, International Championship, and Little League World Series Championship — broadcast on ABC Sports.

Solis said he finds many similarities between his job with Watco and the game of baseball.

"Mainly, you learn teamwork," he said of the sport. "It takes the whole team to make a win, but when you're at bat, you're also an individual helping the team succeed. Whatever you do at the plate when you're batting will help the team, or maybe not help the team."

"And you make friends; you take care of each other. It's exactly that way with my job. We're a team here, we work together for one goal, the same as baseball. You try to achieve that win as a team, but it's important what you contribute as an individual."

- Andra Bryan Stefanoni, Contributing Writer
Brighton Switching and Car Repair is up and running

Watco Companies is looking to grow their presence in Colorado, specifically at its relatively new Brighton location. The new contract began this past February with the car repair side, and switching services began operations on June 15th.

The new location primarily serves Wind Energy Services, and according to Angela Stauffer, vice president of sales and marketing, the business between this company and the Brighton facility has grown so much as to create an entirely new profit center.

"This is a new business segment that will have great opportunity for growth in a down market," said Stauffer. "The wind industry has a five-year tax credit, so there will be a significant amount of business. Learning about wind energy opens doors to talk to other manufacturers as well."

The Brighton facility offers mechanical services such as car repair and fixtures (fixtures are the pieces that secure the components to the railcars), as well as the new switching capabilities.

Brighton Manager Rodney Gresham says that they are happy to be there serving the area. "Everything is running smoothly with us and the switching area. We are meeting the Customers' needs in both car repair and getting their product out for the Union Pacific to pick up."

Gresham expresses a strong desire to "do things in good time" so they can help their Customers gain a profit. "We want to do things efficiently and accurately, so they can put this train together and get it to the Customers."

Stauffer says of the new facility, "By offering multiple services for our Customers, we diversify our product line. This protects our business as well as adding revenue. It also adds value for our Customer by creating efficiencies, being preventative, and providing higher Watco quality standards. The cost of repairing a car in transit is exorbitant, especially with wind blades on it. We're trying to alleviate those costs, and they're pleased with that."

Stauffer also discussed the various opportunities developing in Colorado, because of three factories near the Brighton facility. She states that they would like to continue building their knowledge of the industry and capture additional business on the market.

"It's always fun to work with Customers, and it's really fun when these kinds of things come to fruition," said Stauffer enthusiastically. "This is new territory, and it's a really fun project. It touches so many different parts of Watco."

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Texas teams provide services to Customer Hanson Aggregates

Team members are always working hard to come up with unique business models in order to serve Customers in the best possible manner. One of these unique models can be found in Texas, where both the Austin Western Railroad (AWRR) and Greens Port Industrial Park (GP/IP) work to serve Hanson Aggregates on all fronts.

Team members from multiple branches and locations handle Hanson Aggregates's products through a typical cycle. According to James Gibson, GP/IP terminal manager, the AWRR takes care of cars as they come out of the loading quarry, take them to the Union Pacific Railroad, which then takes them to Greens Port Port Terminal Railway Association (PTRA), who brings them to Greens Port. The cars are then spotted and unloaded to provide Hanson with the rock they need. Each train contains 10,500 tons of rock. This happens again in reverse order with each car.

"This is unique because we handle all aspects of the process, not just one piece of it," stated Gibson.

Much of the rock that is handled by team members goes to maintain Texas state highways.

Watco Sales and Marketing Manager Chuck Carr referred to this process as "a vertical integration of the aggregate world."

He went on to say, "It's part of the diversified business model that we've built for them. It's a great opportunity for Watco. Using this business model with other companies could open a good network of opportunities for the Watco family."

According to Carr, this adds value to the company by allowing Watco to share revenues both from a production and a port and transload system. It also allows Hanson Aggregates an opportunity to get their product to market faster.

Phoebe Stanley, Hanson's rail coordinator stated, "Those guys are really super great. They are so good at what they do. I can let them know about a train coming in, and they pay such good attention and take care of things for me. I've never worked with a crew that has their stuff together as well as they do."

Carr concluded, "Hanson is a great Customer, and I look forward to working with them a lot more in the future. I hope that our companies can help each other grow and gain more business and market share for both of our organizations."

- Michaela Kinyon, Contributing Writer

The Brighton Team provides service to wind energy companies shipping blades and other wind energy products.
AA awarded Supplier of the Year

There are many quotes by famous philosophers about letting your work speak for you. In the case of the Ann Arbor Railroad Team, not only did their work speak for them, it won them an award.

The Ann Arbor Railroad was recently awarded FCAs (Fiat Chrysler Automotive) Qualitas Logistics Innovation Supplier of the Year Award at their annual Global Supplier Logistics Strategy meeting. This award was presented to the Ann Arbor Railroad for their commitment to FCAs load optimization program with specific recognition for the following:

- Technology innovation by working with our partner AWC to create system enhancements allowing for Wrangler product to not only be separated by 2 door and 4 door, but also by route within the door configuration.
- Being an advocate for the customer by promoting greater awareness and sense of importance among all Ann Arbor and AWC team members to ensure load configurations and baying are optimized according to FCAs requirements.
- Working with FCA and Rubicon VLS to identify higher volume routes to aid in expediting the optimization process and reduce vehicle dwell on lower volume routes.

Eric Thurlow, Ann Arbor marketing manager, accepted the award on behalf of the team members and said, “The Ann Arbor team is honored and humbled to receive this award from FCA. It is another testament to the Ann Arbor team member’s continued commitment to the Customer First Foundation Principles by listening to the customer concerning their needs and challenges, understanding what can be done to help them within the market place to overcome those challenges, and then going out into the market place to meet and exceed their expectations in all we do, by which the Ann Arbor, our partners and customers grow.”

Top: An AA locomotive getting ready to move autoracks. Bottom: At the FCA awards ceremony (l-r): Chris Boatman – AA director of automotive operations; Steve Beaehm, senior vice president supply chain management FCA North America; Scott Thiele, head of purchasing and supplier quality FCA North America; Eric Thurlow, AA marketing manager; Marc Brazeau, head of finished vehicle & Mexico logistics, MOPAR international procurement.

New dock celebrated at SKOL served Port of Catoosa

The Tulsa Port of Catoosa, which is served by the South Kansas & Oklahoma Railroad (SKOL), recently celebrated the opening of a new dock. The dock, which took two years of phased construction and cost over $12 million, will open up many new opportunities for the Tulsa area as well as the rest giving the rest of the Midwest access to seaports.

Carla Ewing, vice president of sales and marketing at Watco Companies, stated the following about the new dock, “The Port of Catoosa receives KCS, UP and online rail traffic via the SKOL railroad. By increasing their capabilities it expands what our current and future Customers may be able to do via the waterway.”

The reconstruction of the dock establishes the Port of Catoosa as a solid and cost-efficient means of transporting goods from the Midwest to the Port of New Orleans, most notably the grains and goods of farmers. The dock also allows for greater transportation of steel and manufactured goods. The project was partially funded with a grant from the U.S Department of Transportation’s TIGER grant program, which is a program that funds improvements to rail, waterways and critical road projects throughout the nation.

The dedication was attended by staffers from the legislature, Oklahoma Department of Transportation, Secretary of Transportation, County Commissioners, BNSF, Port Board Members, Business Leaders, Businesses at the Port and many more.

- Michaela Kinyon, Contributing Writer

KNWA Start-up

Continued from page 1 - IT Application Support Technician Brad Bourbina said the KNWA team was excited to put the tablets to use. “Sometimes crews are a little leery about using new systems but everyone was on board and ready to learn how it worked. It’s a great tool, and that the team is so eager to use it is exciting.”

Working the first KNWA job that ran on the 31st were George Yanas, trainmaster, AWRR (Go-teamer); Nathan Champion, trainmaster, ABS (Go-teamer), Phillip Forest, engineer (KNWA), and Carl Foster, conductor (KNWA). The Go-teamers are Watco team members from various properties that travel to start-ups to help with a smooth transition.

There were also three other Watco team members who were from other properties but they were there as members of the KNWA Team, all were promoted up from other railroads. Sean Crowe transferred from the Eastern Idaho to KNWA as new roadmaster; David Larch moved from the Autauga Northern to KNWA as new CMO; and Thomas Nicholson transferred from the Blue Ridge Southern to KNWA as new trainmaster. Engineers Phillip Forrest and John Honaker transferred from the Birmingham Terminal and the Blue Ridge Southern respectively to join the KNWA. There are approximately 35 team members that will be serving the 45 Customers along the line.

“There are always a couple of glitches starting out but I consider our start-up to be a successful one,” said Jackson.

- Tracie VanBecelaere, Managing Editor
When Kansas State Secretary King and KDOT decided to help finance a multi-modal facility in Kansas, Watco and the City of Great Bend were eager to participate. Out of 111 applicants for the transload, the cities of Great Bend and Garden City, Kansas, were awarded a three million dollar grant in order to model the Kansas City facility on a smaller scale. The ground breaking ceremony for the site was held on July 6th.

Casey Harbour, the Kansas & Oklahoma Railroad (KO) marketing manager, stated that it was the excellent partnerships between the KO, the City of Great Bend, and Sherwood Construction that have allowed this to happen.

“It brings a distribution point and transload facility right to the central part of Kansas to help serve the state,” said Harbour. “The logistics of moving freight can be difficult. This will help customers keep their costs down, and improve efficiency for existing businesses and interested businesses.”

The new facility will be a freight hub for north, central, and western Kansas, a unique property to that portion of the state. It will be open to various types of freight such as aggregates, construction and building materials, as well as plastics.

“There is a broad range of what we would like to do,” stated Harbour. “There is a lot of potential, and we are going to look at every possibility we can. We want to help businesses grow and be more successful, then our business grows as well.”

Watco’s Senior Vice President of Marketing Pat Cedeno and the KO Team worked with Great Bend to prepare the proposal to the state, then it was Jan Peters and the City of Great Bend that took the application to Topeka.

“It was Great Bend and Jan Peter’s hunger that helped us with the grant,” said Harbour. “The state’s interest, along with the partnerships formed between all the parties are what made the new facility possible. Harbour’s final thoughts on the recent victory were ones of gratitude. "We want to thank everyone from KDOT and from Great Bend and Sherwood for coming out to the ground breaking. We’re thankful for everyone’s support, and we’re looking forward to getting this going as soon as we can.”

- Michaela Kinyon, Contributing Writer

Ground breaking at the Great Bend Transload Facility took place on July 6th.

Chicago Heights Terminal Team celebrates two years injury-free

Congratulations to the Chicago Heights Terminal Team on their two year safety anniversary! The Illinois team celebrated their anniversary on July 21, 2016, with a pizza luncheon (the team’s favorite meal). In addition to celebrating their two year injury-free anniversary, the team is also celebrating five years working without a lost time injury.

Chicago Heights contributes their success by following the Brother’s Keeper philosophy. The team members are genuinely concerned about each other and watch out for each other every single day. Each member at the facility assesses the tasks beforehand, and looks for ways to mitigate hazards.

“All team members deserve recognition, since they uphold all of the core principles and safety compliances in order preserve customer satisfaction, said Terminal Manager Linda Jordan.

“Each person looks for ways to improve and perform service more efficiently, while doing it safely.”

Additionally, to emphasize the importance of safety, the Chicago Heights team has instituted a safety wall which features safety principles and pictures showing why each member wants to go home safely. The team also frequently performs mock drills that involve all of the emergency resources in Chicago Heights (fire, police, EMS, etc.).

Jordan said, “We work together to perform a drill that would benefit both Watco as well as each of their departments.”

An average day at the facility starts off with a safety briefing and scope of the day. At that point, trucks arrive at the facility for unloading and loading. This involves steel products and also moving bulk tank trucks of oil into railcars. Additionally, the facility preps and stages steel bars for outgoing deliveries—that includes cleaning, grinding, splitting, and rebanding bundles. The team also moves railcars about the facility so that they can be loaded and unloaded.

- Molly Henneke, Contributing Writer

The Chicago Heights Terminal Team created a “Safety Wall” to remind them to work safely.
Congratulations to the following team members celebrating their anniversaries!

1 Year: Larry Adams, Gautam Agrawala, Gregory Anderson, Crystal Arnold, Chad Baker, Clint Barnes, Lane Belgarde, Garrett Bequette, Armando Bernabe, Michael Brooks, Steven Cottom, Raul Covarrubio, Joshua Davis, Aaron Doyle, Alex Eller, Elizabeth Espino, Jonathan Hall, Zachary Hammons, Mitchell Held, Michael Higgins, Kevin Hoyos, Heath Hughes, Jared Knee, Gilberto Larraquiquita, Laramie Laude, Rojelio Mancias, Cammeron Massey, Richard McCalla, Dillon McIntyre, Sergio Mohammed, Alejandro Molina, Alina Morris, Phillip Morris, Christian Murphy, Jameson O’Donoghue, Johnny Ortegon, Francis Osterhout, Clayton Randolph, Jason Ratliff, Jeremy Sanders, Robert Saxton, Terry Schmitz, Brett Smith, Joel Spencer, John Sutphin, Brian Thompson, Jason Thurman, Alex VanBeuzekom, Andrew Williams, Jeffrey Yates


3 Years: Zafrool Azeez, Christopher Droddy, Clarence Earls, Adam Hernandez-Flores, Jared Humphrey, Jovanie Martinez, Clinton Meadows, Tyler Ray, Alberto Rodriguez, Carlos Tapia, Jeffrey Van Schaick, Kevin Woods, Brett Woollard

4 Years: Nicholas Bennett, Kevin Cook, Cindy Davied, Michael Ferguson, Tanya Gath, Ramiro Gomez, James Henry, Donald Janda, Eric LaBrec, Benjamin Lowin, Chase Manley, Carrie Middlebrook, Jason Overton, Michael Wastchak, Mikayla Widick

5 Years: Tyler Adkison, Jeff Ecret, Erik Finnerty, Ryan Griffin, Keith Johnson, Paul Leonards, Christopher McCready, Carl Petersen, Jastin Rainwater, Roman Salazar, Teresa Short, Brit Sonnier, Cindy VanBecelaere, Ryan Williams

6 Years: Travis Combs, Ryan Dziedzic, William Jones, Nathan Keizer, Alvin Maney, Jase Miron, Seth Peterson, Terry Smallwood, John Staples, David Tackett, Bryan Trexler, Dyllan Vincent, Damien Williams, Justin Yakes

7 Years: Luis Ferrer, Christopher Hayes

8 Years: Angelo Barrera, Raymond Barrera, Justin Dempsey, Raymond Howard, James Kratky, Kurtis Lindsey, Dennis Sawyer

9 Years: Phyllis Angermier, Andrew Brown, Ronald Jackson, Dwight Sayles, Joshua Seefeld, Robert Sua, Nathan Tuzicka

10 Years: William Beighey, Robin Conerby, Maurice Davis, Jeff Mayfield, Kyle Moody, Alicia Stimpson, Terrell Westbrook

11 Years: Adam Hanson, Douglas Linscomb

12 Years: Kyle Finn, Sofrona Howard, Ted Kadau, Steven Kincaid, Marlene Olson, Jimmy Patterson, Delta Wood

13 Years: Bob Devillier, Johnny Gary, Jason Hislop, Roder Mercado

14 Years: John Binkley, Dave Gromer, Phillip Hedge, Jason Jean, Joshua Mitchell, Christopher Moore, Albert Ovela, Tricia Underwood

15 Years: Mark Bray, Eugenio Ovalle

16 Years: Mark Lynn, Charles Stanley

18 Years: Susan Hewko

19 Years: Brian Collier, Timothy Wiseman

20 Years: Doug Kerley, Kevin Krueger

21 Years: Joseph Brown, Susan Lewis

24 Years: James Boyle, Kenneth Dozier, Juan Ramirez

25 Years: Maurice McGinnis

28 Years: Rodger Isbell, Darryl Marshall

30 Years: Sam Ricci

35 Years: Paul Montange, Guy Zabel

38 Years: Randy Glaze

41 Years: Judith Hardesty

42 Years: Willie McRunnels

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**Births**

**Blayklie Rose Johnson**

Alex and Brianna Johnson are proud to announce the birth of their daughter, Blayklie Rose. Blayklie was born July 11, 2016, and weighed 8 lbs., 13 oz., and was 19 ½ inches long.

Grandpa Stacy Grant is the General Manager for the Great Northwest Railroad and the Palouse River and Coulee City Railroad.

**Violet Marie Hennessy**

Kevin and Ashley Hennessy are proud to announce the birth of their daughter, Violet Marie. Violet was born July 7, 2016, and weighed 6 lbs., 9 oz.

Kevin is a Conductor for the Wisconsin & Southern Railroad.

**Easton Lane Barnes**

Clint and Allison Barnes are excited to announce the birth of their son, Easton Lane. Easton was born July 5, 2016, and weighed 8 lbs., 14 oz., and was 20 inches long.

Clint is a Conductor for the Stillwater Central Railroad.

**Benjamin Wyatt Johnson**

Adam Johnson and his girlfriend Briana welcomed a new son, Benjamin Wyatt, on July 17, 2016.

Benjamin weighed 6 lbs., 14 oz., and was 19 inches long.

Adam is a Conductor for the Blue Ridge Southern Railroad.

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**BIRTH ANNOUNCEMENTS**

If you would like to have an announcement included in the newsletter, send the information and photo to tvan@watco.com
WTPS Loving celebrates the Fourth with friends and colleagues

WTPS Loving celebrated the Fourth of July with a barbecue of pulled pork and brisket, plus sides of potato salad, coleslaw and ranch beans. Peach and apple cobbler rounded out the feast. The event, sponsored by Bobeaux Trucking and Oilfield Services, one of two transportation companies that service the facility, was held in appreciation of the collaboration the two companies have enjoyed over the past year.

"This came as a little bit of a surprise," stated David Elizalde, terminal manager. "It's the Watco way to treat our service companies and suppliers with respect, because it's the right thing to do. For someone to turn around say, thank you so generously is… well, kind of unexpected."

"We thought it would be a good way for members of our companies to meet, face to face," said Chuck Moses, manager of Bobeaux' Loving facility. CSR Barbara Blankenship could not agree more.

“I speak with these drivers over the radio every day. So, being able to associate faces and names with truck numbers is a real treat.”

Team members from Chalk Mountain Services, another service provider, were also invited to share jokes and stories with Bobeaux and Watco Companies. It's safe to say that a great time was had by all.

- Michaela Kinyon, Contributing Writer

Queens Terminal Team celebrates one year injury-free

Henry Ford once said, "Coming together is a beginning. Keeping together is progress. Working together is success.”

According to Queens, New York Terminal Manager Cyril Bangari, this quote describes the essence of the Queens facility in a nutshell.

The team at Queens recently reached their one year safety anniversary. The team will be celebrating this milestone with a luncheon for all the members and will be given Watco T-shirts.

Queens originally was a transfer station moving solid waste via trucks. In July of 2015, Waste Management started to move the solid waste via rail. The facility was scheduled to open and begin operations on July 1, 2015; however, it started as a trial on June 27, 2015.

Every day at Queens starts with a safety briefing and a review of its JHAs. Then the team goes out to secure the track, complete a daily safety inspection of the equipment, and begins their work day.

Unique to the facility, is the vegetable garden that is on sight.

The team is filled with dedicated team members who empathize safety, and because of this the team has been successful. The team’s greatest accomplishment to date is its reputation for providing customer satisfaction and working injury free.

- Molly Henneke, Contributing Writer

Queens Terminal Team Members (l-r): Deodat Mohan, Cyril Bangari, and Dhanraj Singh. Not pictured is Kelvin Appanna.