Watco Texas Terminal Team Member Jose Rojas invented this forklift attachment to assist in cleaning the rail spurs at the terminal.

Watco terminal team member invents time saving device

Watco team members are known for their diversity in skills but Texas Terminal Team Member Jose Rojas recently added inventor to his resume. Due to the heavy truck traffic and various weather conditions at the Houston location, the rail spurs that serve the terminal get fouled by dirt and debris on a regular basis.

Rojas created a design for an attachment for a forklift that would allow one team member to clear the tracks quickly and efficiently. Not only did he design the attachment, he built the device using spare materials from the terminal. Cleaning the tracks off used to take 1-2 days but thanks to Rojas’ invention, it can now be done in just a couple of hours.

Rojas isn’t taking all the credit though, ”It was a team effort, there were a couple of other guys that helped me out. I just thought there had to be a better way to get down in there and get the tracks cleaned out and prevent any derailments.”

“Our managers have always been supportive and said if we have any ideas on how to improve things to let them know. Richard (McCalla, Terminal Manager) and my supervisor Nathan (Trejo) backed me 100 percent on this project and helped make it happen,” said Rojas. “It feels good to have created something that helps our team save time and money.”

McCalla said, ”Jose’s forward problem solving thinking has allowed the terminal to safely keep the rail tracks clear of dirt and debris while saving the company significant man-hours in cleaning time weekly and monthly.”

Watco hosted live demonstrations by three vendors this fall to an American Short Line Association Subcommittee tasked with finding a good solution for a Positive Train Control Back Office Server for the industry.

The safety system, designed to prevent possible collisions like the 2008 California collision that killed 25, is to slow or stop a train if it’s traveling too fast or something is wrong.

One of the three vendors clearly emerged on top, said Jeff Liggett, Watco vice president of service assurance in business solutions, based in Pittsburg, Kansas.

“Herzog was by far the most successful and the clear winner,” said Liggett, a member of the committee assigned by the American Short Line Railroad Association to find a solution. “Hands down they are the only way to go as they were very professional and supportive during the demo.”

Watco has signed a memorandum of understanding with Herzog to provide PTC BOS. Liggett said Watco hosted the demonstration for all other short lines on the PAC Sun, and "shined not only to the executive committee, but all vendors were very complimentary.”

Liggett complimented Jim Moore, GM, and Matt Minosa, MIC, for their efforts getting the locomotive to the testing location each morning. Watco Team members Kris Hemby, James Andrews and Mark Greene were tasked with getting the vendors on the locomotive at the correct hour and securing the locomotive for the evening.

"It was a great week for Watco and our Team to shine," Liggett said.

After several meetings in Chicago and Washington, D.C., the committee narrowed the field down to three vendors; in addition to Herzog, those vendors included Wabtec and ARINC.

“Each had two days, one to prepare and one to show the group what they could do,” Liggett said. “We also analyzed their customer service support and trouble-

- Continued on page 5
Mission Mountain Railroad explores diversification

The traditional model on the Mission Mountain Railroad, located just south of the Canadian border in northwest Montana, has been to serve Customers that are physically located along or near the railroad in the remote Montana areas of Kalispell, Evergreen, Columbia Falls, and Eureka. That means freight cars haul two primary commodities: Grain and lumber.

But recent diversification is a win-win for everyone. It means more Customers and therefore more business. Now, those freight cars also haul magnetite — a mineral with magnetic properties that is used to clean coal.

Bound for coal mines in Canada, its transport is a cooperative venture between the BNSF Railway and Watco Companies. Magnetite, which is used in the coal-washing process at mines in British Columbia, Canada, originates in Mexico and South America. It is shipped to ports such as the one in Longview, Washington, and placed into rail cars for the trip to Fortine, Montana.

From there, it is off-loaded by front-end loaders to trucks, which then haul the mineral to one of about five coal mines over the United States/Canadian border, said Watco Vice President WTS Commercial Ted Kadu.

Doing so provides a more direct route and fewer interchanges.

Kadu, who is based in Lewiston, Idaho, said the BNSF handed over its two branch lines — one between Columbia Falls and Kalispell, and another between Stryker, Montana, and Eureka — to Watco about 11 years ago, and The Mission Mountain Railroad was born.

Today, trains run on 35 miles of track with eight full-time team members. The railroad moves in the neighborhood of 6,500 carloads of freight each year.

Recent changes in the lumber industry, as well as on-going marketing efforts, prompted the Mission Mountain to seek out new commodities. At the same time, demand for magnetite was so great this year, Kadu said, that the coal mines were unable to ship all of their product via their traditional routes.

“That presented us with an opportunity,” said Kadu, who has been with Watco for 11 years. “The more diversification you have on your railroad, the more viable you will be as you move into the future.”

Kadu is working closely with BNSF to attract more Customers who may not be located along the tracks.

“We are trying to throw a larger net and capture more business,” he said. “This is the start of something that definitely will continue.”

- Andra Bryan Stefanoni, Contributing Writer

Hammond Terminal celebrates 10 years injury-free

Hammond, Indiana, was named after George Henry Hammond, a big player in the city’s meat packing industry, who designed a refrigerated railcar to transport meat. Watco’s Hammond Terminal has several things in common with the city’s founder. One of the terminal’s main features is that the facility is temperature controlled. Although, the Hammond Team isn’t concerned about keeping meat from spoiling, they are concerned about the quality of the steel they store in their warehouse. Keeping the temperature controlled keeps the humidity down so that the product won’t sweat or corrode.

Another common feature is of course, the use of rail. The terminal in Hammond receives a variety of steel products, i-beams, coils, wire, rods by rail and transloads them onto trucks or vice-versa, depending on the Customer. Hammond’s largest Customer is Nucor Steel followed by Harris Steel.

One outstanding feature about the Hammond Terminal is the team’s safety record. The team just celebrated their 10 year injury-free anniversary.

Terminal Manager Joe Maldonado said, “We have a small crew so we’ve had the chance to get to know each other and we really look out for one another.”

The team celebrated with a catered lunch and were joined by Vice President of Operations Scott Rudolph and Assistant Vice President of Operations Clint Woods.

Rudolph said, "Ten years without a safety incident is an exceptional achievement. The professionalism that the team brings to the terminal every day makes me very proud.”

- Tracie VanBecelaere, Managing Editor

Hammond Team Members Brandon Eli delivers a load to a Customer.

Hammond Team Members James Schneider Jr. Jim Schneider Sr., Raphael Sinclair, Joe Maldonado, and Scott Rudolph.
Tioga Terminal transloads 1,000th train

Typically, reaching 1,000 of something is a big deal. Social media accounts celebrate getting 1,000 followers.

This summer, the U.S. celebrated after winning its 1,000th Olympic gold medal when the American women’s 4x100 meter medley relay team was victorious.

This fall, the Houston Astros were celebrating when second baseman Jose Altuve made history in a game against the Cardinals, notching his 1,000th career hit.

In October, much more quietly, Watco’s Tioga, North Dakota, unit train crude oil facility transloaded its 1,000th train.

While Terminal Manager Gabriel Grad downplays the 1,000th train as “business as usual,” the Customer, Hess, was excited.

“And that’s what’s important,” Grad said.

Watco began transloading oil for Hess at the Tioga facility in October 2011. Five years later in October 2016, Tioga hit the milestone. It took 62 team members on site to make that happen.

“Our team is unique here in that we do a variety of jobs,” said Grad.

In addition to transloading oil, the Tioga Team provides a utility maintenance department, security guards, 24/7 switching operations on site, and also transloads natural gas, propane, and butane. The makeup of the team is diverse. There are a few new team members who just started, though the average tenure is 3-5 years.

“There’s definitely a lot of moving components, a lot of different facets, and we have to be a team working together,” Grad said. “That’s how we get it done.”

It’s an important industry for a rural area where the nearest “big” city of 30,000 people (Williston) is about 45 miles away.

“I see trees now and again,” Grad laughed. “But it’s definitely the plains — no mountains, and mostly farm land.”

The oil Watco transloads is bound for refineries on the east, west, and south coasts. The oil comes from the Bakken field, identified in recent years as one of the most important sources of new oil production in the U.S., the formation extends into Montana and Canada. As of 2013, the Bakken was the source of more than 10 percent of all U.S. oil production. By 2014, production in North Dakota and Montana exceeded 1 million barrels per day and North Dakota ranked as the second largest oil-producing state in the U.S., behind only Texas in volume.

- Andra Bryan Stefanoni, Contributing Writer

### Retired Team Member

David Turner passes away

When Watco Companies acquired Millennium Rail, Inc., something or rather, someone, special came along with the mechanical shops, and that someone was David Turner. This however, wasn’t Watco’s first introduction to David. David’s relationship with Watco was established long before then, back in 1984, when he sold brake shoes to our new mechanical repair shop just starting out in Coffeyville, Kansas. This was instrumental in Watco gaining Entergy as a Customer.

David was always supportive and willing to share his extensive knowledge of the car repair business. He worked on building relationships and took the time to remember the personal details about fellow team members and their families. David will be sadly missed by the many friends he has made at Watco.

#### David Roy Turner

David Roy Turner 67, of Worth Township, passed away November 18, 2016, at his home, surrounded by the love of his family at his side.

He was born in Brown City, September 1, 1949, the son of the late Claud and Augusta (Graves) Turner.

His marriage to his high school sweetheart, Linda Lee Fagan, was July 25, 1969, at Yale United Methodist Church.

David served his country as a Staff Sergeant in communications field with the United States Air Force from 1968 to 1972.

David began his career with the rail industry in 1968, and retired as Executive Vice President of Mechanical Services from Watco Companies in early 2016. David had a passion for carpentry, building and remodeling multiple homes. Amongst his friends, he was known as “the dog whisperer” and loved his Shih Tzu, Baxter Boo.

David enjoyed his 1964 Dodge Dart GT convertible, the same model of the car he owned during his high school years, but the love of his grandkids always came first.

Surviving in addition to Linda, his wife of 47 years, are two daughters, Trisha (Marc) Vossman of Texas and Stephanie (Jarod) Gates of Virginia and a son, Christopher (Julie) Turner of Texas; seven grandchildren, Lauren and David Vossman, Rachel, Kara and Grant Turner, and Mason and Molly Gates; a brother, Dale (Margaret) Turner of Yale, as well as several nieces, nephews and many, many friends.

Memorials are suggested to the Crohn’s & Colitis Foundation of America, or the Shriner’s Hospitals.

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Celebrating Tioga’s 1,000th train are (l-r): Dustin Taylor, (HESS), Russell Kuczor, Mike Walker, Sue Odegaard (HESS), Gabriel Grad, Chris Wright, Jay Anderson, Leonard Wilkie, Mike Urness, Jeff Lien, Pete Bercier, Justin Huseth, Jordan Seideman, Reed Kunnanz, Derek Taylor, and Ben Langan.
Every time you flip on a light switch or turn up the thermostat you should take a minute and thank those men and women out working in the coal mines that help provide the power for our heat and electricity. Of course, that product has to get from the coal mines to the power plants and that’s where Watco’s Black Thunder Switching Team comes in.

Watco took over the Wright, Wyoming, coal loading operations back in 2012 and in 2015 the contract was extended for an additional five years, previously companies were given 1-3 year contracts.

“That says something about how we practiced the Customer First Foundation Principles by providing value to our Customers, valuing our people, and safely Improving every day,” said Zac Leingang, assistant trainmaster.

As of November 23rd, the team has gone 1,563 days injury-free. To celebrate this momentous milestone each rotating crew did something different; Some went bowling and others had a sushi and stir-fry dinner.

The Black Thunder Team works 24/7, every holiday, rain or shine, sleet or snow. Each crew consists of three switchmen (women), a dispatcher, and a trainmaster. A typical “day” at the location starts with a job briefing, and then the team coordinates which locomotive operators are loading and at what location. The dispatcher allows trains in and out of the property. They are in contact with BNSF, Union Pacific, and the Customers board operator. This constant communication is what keeps things flowing smoothly between the different areas. The team serves the Customer in four areas; Black Thunder, West Thunder, East Thunder, and Coal Creek. They load back to back trains through the silos and soil cement spray systems. The systems apply a glue like substance to bind the coal and keep the coal from essentially blowing off during the trip to their destinations.

Not only does the Black Thunder Team think about safety providing service to their Customer, they also focus on the community they operate in. Each Christmas the team adopts children from the Secret Santa at the local rec center and participates in food drives throughout the year.

“A friendly, or maybe, not so friendly, competition was held for a good cause at Watco’s Pittsburg, Kansas, office. All Aboard Foundation Team Members Brad Snow and Cassie Bicknell decided to make a game of donating cans of soup to the Wesley House, who assists low income families. Each year the Wesley House gives food boxes to over 1,000 families during the month of December to help them prepare for the upcoming holiday and the food boxes contain items such as canned soup, spaghetti, tuna, cereal, peanut butter, jelly, pancake mix, shampoo, toilet paper, etc. Watco’s goal was to donate 1,000 cans of each soup to the Wesley House.

“We thought it would motivate people to give a little more if we turned it into a competition,” said Bicknell.

The men were instructed to bring chicken noodle soup and the women brought in tomato soup. The team with the most cans on November 30th would win a lunch Friday December 2nd.

Things were going pretty smoothly until 9:26 am on November 28th. An email went out stating that the men were ahead 467-296. That’s when everything started getting interesting. There was whispering in the halls, clandestine meetings in dark offices, a few phone calls to team members who were traveling, and a few blocked Facebook posts trying to get assistance from outside the Watco world.

When Wednesday came around, the cans began rolling in. There were six area markets that were cleaned out of chicken noodle and tomato soup. Bicknell’s office looked like a fortress of soup cans. In addition to the cans cash was also being passed along by both groups to purchase even more soup. The deadline hit and team members anxiously awaited the final count.

When it was announced that the women had won, the men may have been a little disappointed but everyone was proud of the efforts and knowing that the real winner was the Wesley House and all of the families who would be benefiting from the donation. As a thank you for their valent efforts, the men were invited to join the ladies for their free lunch.

“The final tally was 2,500 cans for the women and 1,622 for the men. Actual cans donated were 2,565 and $778.50 in cash with a market value of 2 cans for each $1 donation.

“Watco did a wonderful job collecting soup for our Christmas drive,” said Casey Brown, Wesley House daily operations manager. “It’s going to go a long way in feeding the the hungry people of Crawford County.”

- Tracie VanBecelaere, Managing Editor
SKOL Railroad helps raise funds for Wyatt the Warrior

The South Kansas and Oklahoma Railroad (SKOL) recently helped in the cause to raise awareness for a rare disorder, scleroderma. The SKOL operates out of Cherryvale, Kansas, and the mayor’s grandson, Wyatt Wright, suffers from the disease.

On November 19th, the town held a Wyatt the Warrior Day of Fun and Christmas Shopping. A silent auction was also held to help raise money to purchase a billboard for Scleroderma awareness.

Dana Peugh, organizer, said, "The fire pit that the SKOL donated was a big hit. It brought in the highest bid and had the most interest from the bidders."

Wyatt’s mother, Candace Wright, said, "The event was a big success. The basket donated by the SKOL generated a lot of interest throughout the day and ended up going for $300."

In addition to the silent auction, there were approximately 50 craft booths, concession stands, and games for the kids. The event was successful enough that they are already working on getting the billboard project in motion now and hope to find a spot along I-35 with high visibility.

The Wright’s currently live in the Wichita area and plan to continue events in both locations to bring awareness to the disease.

"We plan on going non-profit at the beginning of year," said Wright. "There are a lot of expenses that we’d like to be able to help families with who are dealing with this disease. Insurance doesn’t cover the hotels, food, or gas, we’d like to be able to help out with that, along with the cost of attending seminars and meetings related to scleroderma."

Wyatt was diagnosed with the disease two years ago when he was eight years old. Scleroderma means “hard skin” and the disease affects the skin and the tissues located under the affected skin. Wyatt’s has occurred as a tight band. It started at the ankle and has made it’s way to his chest and elbow. Treatment consists of large doses of steroids to help with the inflammation and then chemo is used to slow down, and hopefully, put the condition in remission.

Wyatt currently takes about 10 pills a day now and will get weekly chemo shots for at least the next 18 months. At that point he will be reevaluated to see if he is in remission or if more treatment is needed.

You can follow Wyatt’s journey on Facebook using @wyattthewarrior.

- Tracie VanBecelaere, Managing Editor

Watco hosts Positive Train Control server demonstrations

Continued from page 1 - shooting abilities.”

Coming in a close second was Wabtec; the committee is recommending that both it and Herzog are to receive a $1 million grant award that the Federal Railroad Association made to the short line group to defer costs to the industry. An industry negotiating team is working with both vendors now to get the best price for the short line industry.

The installation and testing of such a technology comes in the wake of The Rail Safety Improvement Act of 2008, which required all railroads to install such a system by December 2015.

An extension was granted for Class 1 installation to be completed by Dec. 31, 2018, while short lines have until Dec. 31, 2020.

Watco Director of Revenue Accounting Kris Liggett said, "The demonstrations opened by eyes as to how Watco paves the way for the short line industry to make sure all railroads are successful."

Liggett said once lines become PTC compliant on locomotives, they have to be able to submit crew name, length of train, weight of train, and other details through a federated network of communications system.

“That clears through the Class 1 we’re entering upon, calculating braking logarithms that are sent back to the locomotives based on tonnage, grade, and slope, so the train won’t run through signals or stations or into the backs of other trains,” Liggett said.

“It will save some accidents and it will save some lives,” Liggett said. “The billion dollar question is how many it will reduce and what other effects the PCT will have on the industry.”

“Many Class 1s estimate that the velocity of trains will slow down almost 30 percent when PTC is implemented."

While Class 1 railroads must lay fiber, erect cell towers, and put highly computerized signaling every quarter mile, Liggett said — a huge undertaking and an investment of billions of dollars — short lines must just buy the computers to put on locomotives to be able to communicate.

“Most Class 1s have told us we have to be compliant in 2018, although the industry tells us its 2020,” Liggett said. “We know Class 1s will tell us as soon as they’re compliant, and Watco’s going to be PTC compliant to operate on their PTC compliant roads.”

- Andra Bryan Stefanoni, Contributing Writer

GO GREEN

Sometimes, in the scheme of things, it’s the little things that make a difference. Such is the case with saving both the environment and money. At times, we may think the one thing we do won’t really make a difference or have any impact at all.

The thing to remember is it all adds up. Just like going to the coffee shop everyday for your favorite brew. If you spend $5 a day, it may seem like nothing but it will add up to $1,825 in a year. If you drink one soda a day that’s 9 teaspoons of sugar a day or 3,285 per year. You get the picture.

Now use the same logic when thinking about this newsletter. There are approximately 3,000 copies printed and mailed out each month. Not only does the financial cost add up but the cost to our environment is impacted as well. Most copies are thrown in the trash after reading and hopefully recycled, but most likely not.

Here’s what you can do to go green and save green. Go to the Watco web site and at the bottom of the main page you can choose to sign up for the newsletter. If you sign up your name will be deleted from the mailing list and you will just receive the electronic copy. You can always unsubscribe if you decide you would rather have a paper copy instead. You can also request a certain edition of the paper version if there is an article you would like to keep for a special reason.

If you have any questions about going green you can contact tvan@watcocompanies.com.
Wisconsin Governor Scott Walker proclaimed September 11th-17th “Wisconsin Rail Safety Week.” Rail Safety Week is an annual state-wide safety campaign designed to educate citizens about the dangers of trespassing and not following laws regarding railroad property.

Matt Koser, manager of safety and operating practices for Watco, is also the Secretary / Treasurer for Wisconsin Operation Lifesaver. Koser said, “WI Rail Safety Week is a collaborative effort between the WI Department of Transportation, Federal Railroad Administration, railroads that operate in Wisconsin, and multiple local law enforcement agencies.”

The Wisconsin and Southern Railroad (WSOR) sponsored an “Officer on the Train” event that operated through the city of Madison. This event put law enforcement officers in the cab of a locomotive, so they could experience what train crews see every day while serving Watco’s Customers. If the law enforcement officers in the cab witnessed any violations of the law, or other unsafe acts committed by the public, they notified other officers along the route. These officers then make contact with the citizens and educate them about safety around railroad property.

Many other Class 1 and short line railroads in Wisconsin participated in nearly 20 similar events around the state. Wisconsin Operation Lifesaver State Coordinator, Susie Klinger stated, “You are 20 times more likely to be seriously injured, or worse, in a crash involving a train. Operation Lifesaver’s goal is to increase safety by raising public awareness that trains can stop, but they can’t stop quickly. It is up to us to be aware of railroad crossings, and to follow the laws regarding driving safety and trespassing on railroad property.”

Along with the Officer on the Train event, Wisconsin Operation Lifesaver volunteers handed out materials and made nearly 1,000 contacts with students on the University of Wisconsin campus in Madison.

Koser said, “Watco is proud to support Operation Lifesaver. Statistics show that although the number of crashes and injuries is going down, we still have work to do.”

This is the WSOR’s sixth year of holding a public rail safety awareness event. Visit www.oli.org for more information about Operation Lifesaver.

- Matthew Koser, Watco Manager of Safety and Operating Practices

The Ashdown, Arkansas, football team posed with the “Purple Panther” locomotive for their District billboard. The Panthers finished off their 2016 season with a 7-4 record.
Births

Rowan Maylene Elizabeth Forrester

Jeremy and Jessica Welsh are proud to announce the birth of their granddaughters Rowan Maylene Elizabeth Forrester. Rowan was born November 7, 2016, and weighed 6 pounds, 12 ounces, and was 19 ½ inches long.

Grandpa Jeremy is the maintenance manager at the terminal in Loving, New Mexico.

Kinsley Ella and Whitley Grace Hanson

Adam and Sara Hanson are proud to announce the birth of their twin daughters, Kinsley Ella and Whitley Grace on August 22, 2016.

Kinsley weighed 5 pounds, 14 ounces and was 19 inches long. Whitley weighed 4 pounds, 13 ounces and was 19 ¾ inches long.

Adam is the Assistance vice president of operations for Division B and Sara is the asset accountant, both out of the Pittsburg, Kansas, location.

Kinsley and Whitley were welcomed home by big sister, Briley Faye.

Chloe Jaymes Bastian

David Bastian and Shalae Elliott are proud to announce the birth of their daughter, Chloe Jaymes Bastian.

Chloe was born October 10, 2016, and weighed 6 pounds, 1 ounce, and was 19 ¼ inches long.

Shalae is a revenue account specialist and works out of the Pittsburg, Kansas, office.

Lorenzo Lauro Perez

Arturo Perez, Jr. and Tina Bocanegra are proud to announce the birth of their son, Lorenzo Lauro Perez.

Lorenzo was born October 26, 2016, and weighed 7 pounds and was 20 inches long.

Lorenzo was welcomed home by his sister Gabby, 6, and his brother Art 2.

Arturo is a machine operator for the Ann Arbor Railroad.

December Anniversaries

Congratulations to the following team members celebrating anniversaries this month.

1 Year: Jon Beach, Darren Brinkley, Todd Buddy, Deven Chatham, Mark Coronado, Patrick Davenport, Alec Estrada, Ronald Harman, Dustin Hiser, Logan Leggett, Vanessa Linenberger, Deodat Mohan, John Peterson, Tyler Roshong, Allen Sandoval, Andrea Stefanoni, Fred Toups, Cody Waller, Leonard Wilkie

2 Years: Lindsey Alexander, Rebecca Armentrout, Matt Bixler, Jessie Bryant, Jody Clark, Johnny Cooper, Jared Duyck, Raymond Gonzalez, Scott Hallman, Jacob Hamm, Jady Harp, Nathan Higgins, Matthew Hill, Bradley Hutchings, Lena Kebert, Kenneth Keys, Douglas Kramer, Jeremy Kyles, Saul Madera, Dakota Merritt, Nicholas Murphy, Jerrad Read, Douglas Smith, Terry Sullins, Sean Taylor, Narada Thomas, Dyke Whitney, Leah Woods

3 Years: Joey Bitter, James Clyde, Jason Cooper, Colin Gribble, Robert Harbour, Kyle Henson, Corey Jones, Benjamin Kraus, Kevin Krohn, Courtney LaRocque, Brennan Lyons, Brian Maxey, Steve Potts, Joshua Roberts, Tiffany Schmidt, David Silva, Daniel Smith, Brian Watson, Jordan Woody


5 Years: Dexter Cahill, Terry Dugar, Dana Hartlieb, Kurt Koonz, Ryan Krull, Kevin Rinear, Christopher Walther, Steven Wisniewski

6 Years: Jennifer May, Lisa Powell, Sharon Sisson

7 Years: Timothy Eccles, George Freeman, Daniel Giacalone, Christopher Jackson, Jose Maldonado, Charles Price, Eugene Stevens, Montez Tedford, Melissa Tuman, Joel Wilmuth

8 Years: Robert Brown, Randy Canada, Ernest Gonzalez, Weston Hamilton, Johnny Jones

9 Years: Jeffery Bland, Steven Reida, Penny Wood

10 Years: Richard Hensens, Transito Pedrara, Jon Tavarnaro

11 Years: Cedric Bonner, Matt Drake, Joe Mercer, Obad Valdez, Joshua Williams

12 Years: Rafael Hernandez, Crecencia VanBecelare

13 Years: Johnnie Brown, Anthony Clark, Stephanie Mize, Ismael Mondragon

14 Years: John DeLeonPena, Craig Richey

15 Years: Johnny Johnson, David Larch

17 Years: Joel Estemeyer, Charles Karamale

18 Years: Ricky Ashber

19 Years: Jason Stutzman, Anthony Tillman

21 Years: Alex Contreras, Israel Garcia, Bryan Miller, Lupe Ramirez, Roger Schaalma

22 Years: Michael Carr, Keri Gogiat

23 Years: Sherry Germusa

24 Years: Jean Kincade

26 Years: Claude McGuff

37 Years: John Herron

Brayden Lee Hamlin

Brad and Brittany Hamlin are proud to announce the birth of a daughter, Brayden Lee. Brayden was born October 23, 2016, and weighed 7 pounds, 3 ounces and was 21 inches long.

Brad is a a track laborer for the Blue Ridge Southern Railroad.
The Wisconsin and Southern Railroad (WSOR) hosted participants from many parts of the US, some even from as far away as California and Maryland for a steam locomotive event. The WSOR put together an engine and cars from the late 19th and early 20th century for viewers to enjoy.

Kevin Krueger, WSOR Horicon trainmaster, stated, "Local citizens also enjoyed the history playback of US rail heritage."

The Ex-Soo Line steam engine 1003 was readied for its run in Randolph, Wisconsin, on October 23rd. The 12-car freight with hoppers made its way to east Horicon for steam photographers. A local resident also brought his 1948 International grain truck to complete the historical scene.

The engine dates from 1913 and the Soo Line caboose dates from 1887. Both have remained serviceable due to man "rebuilds" and FRA waivers. A Milwaukee Road refrigerator car was also present, being used as a tool-car for the locomotive.

"It previously served the Schlitz brewery in Milwaukee," stated Burt Mall, member of the Steam Locomotive Heritage Association. Krueger and Mall were involved in the planning and executing of the event.

"It is a part of history, as well as local history that everyone seems to enjoy," said Krueger. "It's a living history for the community."

- Michaela Kinyon, Contributing Writer

As some of you may recall, earlier this year Watco and Doctor on Demand joined together in a campaign to increase participation in the program. As part of this campaign, all team members who registered with Doctor on Demand were included in a drawing to win prizes. The campaign ended on October 14, 2016, and the winners have been notified and prizes distributed. The winners are as follows:

- **Grand Prize Winner of an iPad Mini**
  Lori Cox—Quality Control Analyst in Pittsburg, Kansas

- **Fit Bit Winners**
  Joseph Abrahamson—Engineer in Tioga, North Dakota
  Matthew Hayes—Senior Engineer, Kaw River Railroad
  Freeman Harrison—WTS Dispatcher, Wichita, Kansas

Watco would like to congratulate the winners and thank everyone who took part in the campaign! We would also like remind our team members of the Doctor on Demand benefit available to them. All team members are eligible to use the benefit even if not on the Watco health plan. The cost to Team Members on the health plan is $20 per visit and $49 per visit for Team Members who do not have the Watco health plan coverage. To take part, team members will need to visit www.DoctorOnDemand.com/Watco.