Watco Veterans take lessons learned to the workplace

by Tracie VanBecelaere
Managing Editor

One thing Watco Team Member Aaron Jensen knew he wanted to do when he graduated from high school was to travel and see the world. Because of his desire to see new places all over the world, Aaron enlisted in the Marines.

"I picked the Marines because I thought that branch of the military provided opportunities to see more places," said Aaron. "But I never left state-side, so that plan fell apart."

Although he didn't get to travel anywhere outside of the States, the Gulf War started during his tour of duty, and he was kept out of harm's way. He stated he wasn't too disappointed in the turn of events after practicing funeral details. Instead, he served with a security forces company that provided security for nuclear weapons.

After serving for four years, Aaron enrolled in college at the University of Missouri-Kansas City, intending to pursue an engineering degree. He said the military had served him well in preparing for work.

"I started college thinking I wanted to be an engineer, but I started gravitating toward English classes. I went in that direction, largely, because I'd gained a better understanding of what was really important to me during my time in the Marines, and that was doing something I had some passion around and being in a position to share that with others. I decided to maybe be an English teacher."

He was working part-time for John Deere at the time he graduated and had joined the union as a condition of his employment. That membership provided him with an invitation for employment at the new Harley-Davidson plant that was moving into Kansas City. After going through the process of putting a motorcycle together and determining the best practices for production, Aaron was once again on the path as an industrial engineer.

"Again, best laid plans went sideways, but motorcycles were something I was passionate about, and as an engineer in a factory I had lots of opportunity to work with others, solving tough problems through a lot of collaboration and education. It ended up being an opportunity I never would have imagined for myself."

After 12 years with Harley and doing another stint at an automotive supplier, Aaron joined the Watco Team in 2012. He found that his years in the military had served him well in preparing for work at Watco.

"The Marines had a very similar servant-based leadership style," said Aaron. "The troops ate before the sergeants did, and their comfort came before that of the leaders. It's very similar to what we practice here at Watco."

He said his time in Marines also taught him diplomacy and the need to be credible. "You learn to be diplomatic when folks you're asking to do unpleasant things are armed with weapons. Also, you can't ask someone to do what you're not willing or able to do."

"Because of his service in the Marines, Aaron says that he's not bothered by challenging environments, physical or mental. "I enjoy factory or industrial-type settings; I don't let the quality of my surroundings bother me and look at it more as a challenge. Tough environments force you to focus and prioritize."

Challenges are what drives Aaron, and he says although it's essential to have a plan, don't be surprised when that plan changes. "It's good to embrace those challenges and see what you can do with it. Know what's important; most things are not life or death."

Luckily, for the Watco Team, Aaron does like challenges, and learning how to maximize those opportunities is what lead him to Watco's door and is what continues to keep him a Watco Team Member.

Commercial Director KR McKenzie (second from left) with his father Commander, United States Central Command Frank McKenzie, and his two boys. The photo on the right is KR right after being commissioned into the Marines for so long.

Unlike Aaron, Team Member Kenneth (KR) McKenzie grew up in a military environment. After seeing the satisfaction the career gave his father, Commander, General Kenneth F. McKenzie, Jr., he decided to join the military.

KR attended the United States Naval Academy and received a bachelor's degree in history. He was commissioned with the United States Marine Corps, and he served with the Marines for six years and had two combat appointments in Afghanistan.

In those years, he served as a rifle platoon commander, 81mm mortar platoon commander, and company commander.

After completing his military career, KR attended Carnegie Mellon University in Pittsburgh, Pennsylvania, and earned a master's degree in business administration. He worked in marketing and business development with the Florida East Coast Railway before joining the Watco Team in 2017.

KR said, "One of the important lessons I learned in the military was the value of a good team and the importance of not letting your team down."

He said there were useful parallels between the two careers and part of being an effective leader is to understand that you rarely do anything by yourself; you're always getting assistance in some form or another from other team members.

Nathan Tobey, terminal manager at the Grand Rivers (Kentucky) Termi-
No matter how you say it, Refugio terminal manager loves her job

by Jay Benedict
Digital Communication and Social Media Specialist

“There’s no business is a rollercoaster, and right now, we’re on that ride,” said Refugio, TexasTerminal Manager Hilda Morin.

Hilda and her team at Refugio, pronounced ri-fyoo-er-ee-oh, mostly handle frac sand for our Customer, EOG, who owns the terminal, which is about two hours southwest of Houston. Hilda’s seen all the ups and downs since joining the terminal at startup in November 2011.

“I’m one of the few team members here that have been with Watco since we were first given the contract,” said Hilda. “Two other team members, (engineers) James Chinowith and Gregory Wooldridge, have been here since the beginning as well. We’re very fortunate. We’ve been here for going on eight years.”

Before joining the Watco Team, she worked as a dispatcher for another transportation company. She first came on board as an operator, and over the years, worked her way up to supervisor, assistant terminal manager, and when John Wiebelhaus left Refugio to become the general manager for the Oklahoma City, Oklahoma, terminals, Hilda stepped in to fill that role.

“At the time I came across this great place, I was looking for another job. I drove by and came in and applied. Within a few days and after an interview, I got a job offer. Since then, it’s been great,” said Hilda.

There are currently 18 team members at the terminal, and they primarily transload frac sand from unit trains to trucks. They work together and constantly communicate every day to ensure railcars are in the right place and that inbound tracks are clear for the next shipment. However, when the frac sand market is down, the team still manages to stay busy around the terminal. They mow, paint, clean, perform preventative maintenance on the equipment, and more. Even though she’s the terminal manager now, Hilda still maintains a hands-on approach.

“I’m not afraid to get dirty. I’m going to go out there and do the cleaning, opening up trucks, and be hands-on. I think they respect that. I have great people. Have I said that enough? I have great people.”

Hilda said.

The Refugio Team is one draw, but she says there are plenty of aspects of the job that she enjoys, including the Customer and small business feel of Watco.

“I like working with people. I like Customer service. I like knowing that I’m making a difference. I like the people that I work with the most. The team here in Refugio, we’re like family. Even people that have left, we still stay in contact,” Hilda said. “When you hear about the Watco history, and hear about (founder) Dick Webb knowing his team members’ family, and (Executive Chairman) Rick Webb and how proud he is to be a part of this team. And (CEO) Dan Smith, you can see him once, and a year or two later, he still remembers your name. That’s pretty impressive.”

The journey hasn’t always been easy, and there have been doubts along the way. Hilda says she owes a lot to other leaders around her for the success she’s achieved.

“It’s been great. I believe that my hard work and dedication lead me to this point. I, myself, didn’t believe that I could do this, but the good people that believed in me, such as John Wiebelhaus and Jeff Ecret (AVP of Operations), are what helped me through this journey,” Hilda said.

“Our Customer, EOG, and especially Rick Burton, he’s one of many that we work for. Without his support and generosity, I don’t think I’d be where I am today. He’s just a great person.”

When Hilda’s not at the terminal, she enjoys spending time with her boyfriend when not busy managing the Texas frac sand facility.

Watco is blessed to have so many military veterans as team members. Continued from page 1

Watco Veterans, continued

Continued from page 1 —

Nathan is another Watco Team Member who had a previous life in the military. After graduating from high school, he attended the prestigious West Point Academy in New York, where he received a bachelor’s degree in economics and computer science engineering. Nathan said the school prides itself on growing students to do what they think is impossible. He felt the training and development involved in the rigorous program have helped him greatly in his professional career. One of the main lessons he learned was being how to prioritize time and use the time available to accomplish all of the things that need to be completed.

After graduating, he was commissioned as a Second Lieutenant in the Army and was stationed at Fort Hood. He was in the 15th Sustainment Brigade, which is part of the 1st Cavalry Division as a Communications Officer. He was heavily focused on different communications systems such as radio and satellite to establish phone and internet networks. When his unit was deployed to Iraq in 2006, he was the Unit Movement Officer in charge of getting the different pieces of equipment just North of Baghdad.

“I learned about logistics through the process of getting our equipment overseas and by dealing with the vessel, truck, and aviation assets needed to make everything happen.”

That led to the role of Logistics Officer for the unit, and he was assigned to getting over 12,000 pieces of equipment back to the States during redeployment. He was also responsible for getting everything restored or repaired that needed to be.

Once back at Fort Hood, Nathan went through the Captain’s Career Course and was assigned to the newly created 62nd Signal Battalion, where he was the most senior officer in the unit for several months. He was responsible for setting up all procedures, processes, training, and equipping the unit in preparation for the primary battalion leadership’s arrival.

“Communications are also logistics,” said Nathan. “It’s just transporting bits and bytes across the wire. I’ve found there’s a similar thought process that translates from communications to logistics.”

Nathan decided to end his military career after nine years because he was spending so much time away from his family. He said the leadership experience and those experiences he had working with transporting containers and heavy equipment has helped him as he has moved into his civilian life.

He has been at Grand Rivers managing the terminal since he left the military, first under Kinder Morgan’s ownership, and now as a Watco Team Member.

Watco is blessed to have so many military veterans as team members. The skills they acquire, and more importantly, the team mentality, make them valuable assets. We appreciate the time they have put in and the sacrifices they have made to ensure that our families are safe.

Top photo: Grand Rivers (KY) Terminal Manager Nathan Tobey, his wife Anna and five of their six children. Left photo: Nathan in front of the troop’s sleeping quarters right next to his that were destroyed by mortars in Afghanistan.
PCC Condon Shows Organic Growth

by Jay Benedict
Digital Communication and Social Media Specialist

Commodities: DuraEdge Red Clay and BlackStick Gumbo Mound Clay
Customer: DuraEdge Products, Inc.
Location: Industry, Pennsylvania, Terminal

You never know where an opportunity to create a new relationship and bring a new Customer to Watco will come from. For Commercial Manager Mike Wastchak, one of those opportunities came from a newspaper article.

“It was August of 2017, and I remember reading about DuraEdge in the local paper. They’re in Slippery Rock, Penn., where my daughter was going to school at the time. So, when I was visiting her, I read it in the local paper that these guys had branched out from the sand and aggregate business to where they found this playing field niche. I asked them for a tour of their processing facility. They provided it, then we got them down to our facility, and we agreed to start shipping,” Wastchak said.

DuraEdge Products, Inc. creates a variety of products for baseball and softball field playing surfaces, ranging from solutions for community fields all the way up to Major League Baseball surfaces, ranging from solutions for community fields to high school, college, semi-pro, or professional level,” Wastchak said. “The other product, we just handled it for the first time, it came up from Missouri. They call it a black clay. That’s a different type of clay with different characteristics, and it’s used for pitchers’ mounds. We offload it into the warehouse here and then truck it up to their facility to be processed.”

The first Watco terminal to see DuraEdge product was actually the Cincinnati, Ohio, terminal where the team there unloaded a barge of the red clay in 2017. DuraEdge’s processing facility is about an hour north of the Industry terminal, but they were originally using a Watco competitor locally.

“We’d been trying to get them to give the Industry terminal a chance. DuraEdge began experiencing some issues with the other terminal in the area. There were slow turnaround times and not enough storage space. So, our team was finally given the chance because the other place dropped the ball,” Wastchak said.

The first barge of black clay recently arrived and was unloaded. When it arrives, the black clay is in solid chunks, some as large as basketballs. The Industry Team moves it to the warehouse, where it’s kept separate from other materials to avoid contaminants and keep it safe from weather. It’s then trucked to the processing plant to be crushed, screened, and blended.

“When the barge originally arrived, we had a backlog at the terminal, so we told them it would be about four days before the black clay would be unloaded,” Wastchak said. “The Customer expressed concerns with that time line, so the terminal manager, John Mihalic, and the team made some adjustments, and we got them unloaded the next day, which DuraEdge was very, very appreciative of. The guys did great job of responding and John’s team deserves a pat on the back because they came up with a solution for the Customer.”

This first barge contained about 1,600 tons of black clay. After it was unloaded, the team cleaned it out and immediately began filling it with the finished red clay product for outbound shipment.

“They wanted to get as much of it outbound as possible, so we loaded a little more than 1,600 tons outbound,” Wastchak said. “They’re in the Grapefruit League in Florida, which starts in February, and they landed contracts with the Cactus League in Arizona, so they’re trying to get product out to them. Most of it goes by rail currently, but we’re happy to be working with DuraEdge and to help move this unique product.”

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Improved Winter Freeze Safety Program to kick-off December 1

by Tracie Vanbecelaere
Communications Director

For many years, mid-November, the Watco Safety Team has kicked off a program called Winter Freeze to put the team’s focus back on safety during a time of year that is known to have a higher rate of incidences. This year’s Winter Freeze safety program will focus on the positive behaviors surrounding safety, what each of our team members are doing to prevent accidents, and create a safer Watco. This practice ensures safety is a focus at all times, not just when there are incidents.

Watco is committed to creating a safer workplace for our team members, their families, and our Customers, and we’re going to reward team members who are doing their part in strengthening our Safety Always culture. Team members who send in near-miss and safety suggestions will receive $200 if their submission is selected. Up to $10,000 in safety bonuses will be given out during the Winter Freeze Safety Program. Each week during Winter Freeze, a few of the best entries will be chosen to highlight. Not only will team members be asked to identify an issue, but they will also be asked to develop a solution. The team members who are selected will receive a bonus, and their input will be featured on Watco Vision, social media, and other communication platforms.

Travis Herod, senior vice president of safety and training said, "Nothing is more critical to our overall success than our team members going home safe every day. Truly exceptional safety requires that we don’t just follow procedures, comply with OSHA standards, and wear personal protective equipment (PPE). Exceptional safety happens when we look for and report hazards, give team members feedback on safe and at-risk behavior, make suggestions for improvement and, most difficult of all, admit when we have made mistakes so lessons can be learned."

A few winners from last year’s Winter Freeze include Justin DeWitt, Steve Lowther, and Eric Poore. Each of these three team members were given a bonus for their focus on safety and their solutions to safety issues.

Justin, who works at the Cahokia Terminal, even reported two near-miss conditions, which could have resulted in severe injuries. The first incident involved a metal cage around a ladder at the facility that was loose and in danger of giving way. In the event of a team member falling or leaning up against the protective cage, it is possible it could have given way, resulting in a fall. This type of condition is precisely the type of near-miss we’re looking for, not waiting for the event to happen, but noticing the problem, and correcting the problem, so the equipment is in proper working order, and can prevent the fall in the manner it was designed to do. The second report involved a piece of conduit from old equipment in the area still hanging loose, which could cause a tripping hazard, potential electrical hazard, or a condition where a forklift or a moving load could catch, and pull down the conduit and what it was attached to from above. Another great observation and correction.

"For us to create a strong safety culture, we’ve got to be able to have open, honest conversations about what’s working, what’s not, and what needs to change. And we have to trust one another."

Travis Herod
SVP Safety & Training

Steve Lowther, at the Grand Rivers Terminal, noticed when starting up a conveyor belt system, the belt start-up audible warning system was inoperative. The team recreated the situation. When the alarm failed to sound, the equipment was removed from service immediately, and repairs made over the following days rather than continuing to operate the equipment with the defective safety device. The alarm notifies persons in the area the machinery is starting, and operating without it would create a genuine hazard.

Eric Poore, at the Ann Arbor Railroad, reported a near-miss situation. He was riding the side of a railcar in his yard in Toledo, Ohio, when he encountered a close clearance situation due to tight track conditions, which resulted in a near-miss condition. During the shove in the yard, clearance between the car he was riding, and equipment on the adjacent track, became very tight, due to the length of the car he was on, and other long cars on the track immediately adjacent. Recognizing the condition, he stopped the movement but was unable to dismount until stopped, because of the extremely tight conditions. By taking the time to report this near miss, the Ann Arbor Railroad was able to issue a notice on their Daily Operating Bulletin to prohibit riding equipment in the area.

These were just three of the many items sent in where the team members received a reward for their safety focus. The Winter Freeze Safety Program will kick off on December 1, and team members should be on the lookout for more information regarding the changes to the program and where you can go to input near-miss and safety suggestions.

Remember, our families depend on us to make good decisions while at work so we can continue to provide for their well-being and to come home to them each day. Safety is more than talking the walk. It's walking the walk, and safety doesn't end when our work shift ends, our team members and their families are part of the Watco family. We care about you and want to make sure safety is a priority at work and at home. Not only do we want our team members to go home safely to their families after each shift, but it would also be nice if they went home during the holiday season with some extra money as a reward for that commitment to safety.
Watco’s mobile repair units provide round-the-clock service

by Jay Benedict
Digital Communication and Social Media Specialist

Watco’s newest service offering makes railcar repair easier and more convenient than ever for our Customers. The Mobile Repair Units (MRU) travel hundreds of miles from strategically placed operations hubs across the U.S. The MRUs specialize in on-site freight, tank car repair, and service equipment repairs.

Whether the Customer’s need is as simple as replacing knuckle pins, air tests, and running repairs to more complex issues involving railcars loaded with hazardous materials, providing versatile service to our Customers is our goal. The MRUs are capable of addressing an almost unlimited amount of scenarios, and each request is reviewed on a case-by-case basis regarding the commodity, load/empty status, and type of repair.

“We don’t care what the commodity is if the Customer is requesting us to replace an end hose gasket or a knuckle pin, but if it’s hot work-related or service equipment-related, then we look at that to make sure we can perform the repair in a safe manner. We encourage Customers to reach out to us and we will analyze the situation at that time,” said Director of Operations Jake Renfroe.

The best way to reach the MRU Team is at their new 24-hour toll-free hotline or email address. Both (877) 243-3454 and mrurepairs@watco-companies.com are staffed around the clock, enabling the MRU Team to respond in-person to any inquiry in a timely manner. Our representatives answer our Customers’ phone calls and emails, gathering information about the location, responsible party, type of service needed, and Material Safety Data. It’s then dispatched out to the nearest MRU Team.

The newly centralized dispatching system frees the MRU Teams from administrative duties to do more of what they do best; providing on-demand repair services to our Customers. This creates just one point of contact for Customers, and that point of contact will carry that case from the initial call, all the way through to billing.

“Creating one point of contact for our Customers is crucial to providing the best service possible. It streamlines the repair process for them and frees our team up to perform at their highest level,” Renfroe said.

The MRU Teams are spread across the U.S. and are capable to traveling hundreds of miles to provide repair services to Customers. Response time may vary from 24 hours to around a week, depending on travel distance and other obligations. Once on-site, they will perform repairs wherever it’s safe to do so. The railcars can be in a transload facility, on a rip track, in a Customer’s plant, or any number of scenarios.

“I’m proud that we now have the ability to serve our Customers in this capacity, where we didn’t before. Obviously, there’s a demand for it. We didn’t have the ability to before, and now we’re able to serve them out in the field, and that’s a service that I’m proud to offer. We’ve been getting calls for years at our brick and mortar shops, and we’re excited to be able to provide that service now,” Renfroe said.

The new service is more Customer-oriented than ever. Sending a railcar to a shop to be repaired is costly, in more ways than one. Freight is a huge expense, and shopping a car for any repair, even something minor like an outlet gate, results in lost time. It could be one month, three months, or more that the car is out of service. Serving Customers on a mobile basis avoids all of this, saving Customers time and money.

“We come to you and our team has the ability to address nearly any repair scenario in a safe, cost-efficient, timely, and convenient manner. We look forward to continue providing these services to existing Customers and to the opportunity to serve new ones,” Renfroe said.

Tioga Rail Terminal site of lifesaving drills

by Tracie Vanbecelaere
Communications Director

Hess Corporation and Watco recently brought the Tioga (North Dakota) Volunteer Fire Department out to the Tioga Rail Terminal to provide some crucial training that could be lifesaving in the event of an emergency situation.

The Hess team facilitated the exercises and developed scenarios in which the firemen would need to respond to, and supervised the drills. This was the first time that the volunteer firemen had been to the location to practice drills in the event they get called out to the facility. They were appreciative of the opportunity to learn the layout of the facility and to get an understanding of the resources that would be available to them in an emergency.

Watco Team Members were also excited to operate the fire suppression system and practice the scenarios in which they would need to use the specific equipment at the location.

Left photo: Watco team members practice using a fire suppression system at the Tioga Rail Terminal during emergency drills hosted by the location owner Hess Corporation. Right photo: The Tioga Volunteer Fire Department got some needed time at the Tioga Rail Terminal familiarizing themselves with the layout and the equipment.
**BIRTHS**

**Leighton Olivia Trappe**

Proud grandparents Gary and Lisa Cooley welcome their first granddaughter Leighton Olivia Trappe. She was born August 4, 2019, weighing 7 pounds 8 ounces and 19 3/4 inches long. She is welcomed home by her parents Ben and Minda along with big brother Noah. Gary is a track section foreman for the Wisconsin and Southern Railroad located in Janesville, Wisconsin.

**Fern Katherine Ginther**

Cameron and Marriah Ginther are proud to announce the birth of a daughter, Fern Katherine Ginther. Fern was born on October 7, 2019. She weighed 8 lbs., 8 oz., and was 20 inches long. Cameron is a Management Trainee at the Tulsa Port of Catoosa Terminal in Oklahoma.

**WATCO’S 2020 OPEN ENROLLMENT**

November 4 - November 22

Open Enrollment is passive, meaning all benefits (except FSA, Dependent FSA and H.S.A.) will automatically roll over into 2020 if no changes are made. All FSA, Dependent FSA and H.S.A. contributions will need to be re-elected for 2020.

Make sure your beneficiary for your Life Insurance and your 401K is up to date.

**MILESTONES**

**Cicero Team Member becomes U.S. Citizen**

Prince Sanzuwera serves as a conductor for the Cicero Central Railroad. He proudly shared that he recently became a U.S. Citizen.

Prince was born and raised in Rwanda; it is one of the smallest countries in Africa and located on the eastern side of the continent. Prince said, "When age 16 years old, the U.S. government decided to take some people from my town to the United States. For the grace of God, my family got picked up to come to the USA. We got here on equal July 3, 2014."

When Prince’s family arrived in the States, they moved to Evanston, Illinois, and he attended Evanston Township High School (ETHS). He graduated high school in 2016, and he decided to go to college to get a degree in mechanical engineering at Oakton Community College in Skokie, Ill. Prince received his associate’s degree in mechanical engineering in 2018. After graduating, he decided he wanted to go into the transportation industry.

Prince said, “I had already gotten my Commercial Driver License Class A (CDL) the summer before I started college. So after college, I went to railroad school to become a conductor so I can achieve my goal of working with railroad equipment. Six months in railroad school, I graduated with conductor certification. For the grace of God, I applied with Watco Companies for a conductor job, and I hired on. February 27, 2019, was my first day on the job. When I got to Watco, I found the best people who are my team crew, they are like my family, and I am so proud being part of the crew and grateful for being part of Watco because they have the best care for Customers and their employees.

Michael Galligan, Cicero Central Railroad general manager, said, “Prince has been a great addition to my team.”

**GRADUATION**

On September 27, 2019, George K. Yanas, III graduated from Navy Boot Camp in Great Lakes, Illinois. George is the son of George Yanas, senior trainmaster at the Austin Western Railroad in Austin, Texas.

His plan is to continue into special forces and see where the road of his future takes him.
Congratulations to the following Team Members celebrating anniversaries this month


2 Years: James Alexander, John Barrows, Tyler Chamberlain, Grant Cooley, Thomas Coward, Timothy Davis, Joshua Downey, Jerome Duncan, Joseph Elliott, Norman Fair, Drew Fitzwater, David George, Efrian Gonzalez, Aaron Guillory, Christie Harvey, Kimberly Hughes, Jeremy Jones, Kyle Jones, Jonathon LeBleu, Eric Lewis, Jeremy Lothridge, Arthur Meade, Lacie Moore, Kenneth Peters, Garrett Pickens, Andres Rivera, Lanny Ross, Nadeia Shemwell, Chad Simpkins, Charles Sizer, Wendy Smith, Travis Tackett, Zachary Tatum, Dontrell Terrell, Nicole Waller, Robert White, Willie White, Mariah Williams, Corey Witherspoon, Sam Yim

3 Years: Keith Abele, Brian Addis, Katie Bequette, Brandon Calhoun, Donald Cross, Guy Heffington, Tonya Hilton, Robert Jansson, James King, Bryan Leonard, Brian Quisenberry, Richard Thomas

4 Years: Shalae Bastian, Laura Blodgett, Marcus Carlton, Fabiola Cervantes, NaTasha Cross, Corey Davis, Renita Edwards, Justin Foshee, Erik Gath, Billy Hams, Timothy Keegan, Paul Kotzman, Daniel Mavers, Cody Monsue, Andy Nielsen, Curtis Olson, Jon Riple, Anthony Shepherd, Marty Swenson, Zachary White

5 Years: Andrew Beard, David Boissinon, Brad Bourbina, Nicholas Bowers, William Burns, Brian Butler, James Calhoun, Ryan Esser, Ryan Fayet, Brian Gehlsen, Rodolfo Gonzalez, Marcus Graham, Tonya Hearrell, Thomas Lundy, Geraldine Mansch, Marty McClendon, James Miller, Anthony Oliva, John Patton, Mark Rainey, Brady Sansom, Jeremy Spates, Charles Spencer, Josh Steechman, Matthew Tillery

6 Years: Jayson Banks, John Boehm, Brandon Burdick, Valrie Calhoun, Vance Coyle, James DeGraff, Brian Freeman, Nick Gollan, Terry Gooch, Robert Hiller, Katarina Lawrence, Justin Mead, Booker Sanders, Dylan Skeen, Jose Sostre, Larry Sperier

7 Years: Matthew Adams, Dennis Burt, Mickaela Doyle, Jeffrey Ebarb, Amber Gardner, Azrel Guzman, Timothy Humphrey, Aaron Jensen, Dexter Sepulvado, Michael Smith, Cody Tracy, Michael Trull

8 Years: Matthew Barr, Gregory Bartholomew, Everts Batista, Brooke Beasley, Shane Bengson, James Chinowith, Anthony Cozier, Erik DeHoyos, Justin Gaulrapp, Brent Henson, Robert Hill, Geoffrey Holder, John Janikowski, Melissa Jasper, Jonathan Key, Lester LaCaze, Hilda Morin, Zachary Parker, Aaron Tombosky, Eric Turner, Dyke Whitney, John Wiebelhaus, Gregory Wooldridge

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

10 Years: Octaviano Barbosa, Chad Davis, Kevin Hampton, Brian Kemp, Joseph Knight, Jacob Link, John Walker

11 Years: Derek Brau, Andrea Harville, Travis Hodge, Joseph Magruder, Jeffrey Pierce, Ali Wade

12 Years: Edgar Bazaldua, Charles Chipman, Shawn Coates, Armando DeLeon, Lisa Palomo, Philip Roberts, David Rotz, Jesus Sanchez

13 Years: Eddie Blackwell, Joshua Jewell, Gerald Lewis, Marvin Miner, Lawrence Rapp, Earl Sims, Ron Spencer

14 Years: Dale Bright, John Dozier, Robert Godfrey, Je Mon Guerrero, Larry Lenington, Charles McCall, Leon Norgard, Ramon Salazar

15 Years: Rick Baden, Joshua Braden, Zachary Henwood, Scott Holmes, Michael Marino, Michael Mossor

16 Years: Robert Powell, Eric Slink, James Wolf

17 Years: Benjamin Johnson

18 Years: Jimmy Johnson, Gerald Wiser

20 Years: Steven Ayala, Cyril Bangari, Jesus Cepeda, Brooke Coleman, Steven Russellburg, Kelley Scarrow

21 Years: Fernando Avila, Timothy Hoffman

22 Years: Lloyd Huston

23 Years: Paul Loper

24 Years: Chad Byles

25 Years: Julie Sanchez

26 Years: Carlos Barnes, John Brown, John Ostrander, Tony Showalter

28 Years: James Belsha

31 Years: Charlie Estes, Bruce Ferreebee, Howard Green, Kenneth Jordan

32 Years: Mary Mauch

34 Years: David Bidlemann, Vic McClure, William Norris

36 Years: Charles Farana, Linn Herman

39 Years: Louis Sage

41 Years: James Ellis

34 Years: Keith Lacie

35 Years: Clarence Parrie, Mark Turner

36 Years: Phillip Penner

38 Years: Lonnie Joyce

39 Years: Kimberly Bourgeois

42 Years: Mario Marghella

43 Years: Medric Hayes

Celebrating a special event and need an idea? Visit our web store for more information on special orders.

Gear Up
with great selections for fall
watcogear.com

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Congratulations to the Dallas (Zacha) Terminal Team on going three years injury free! Not only did the team celebrate going three years injury free, they also celebrated their third year of providing service to the Dallas area.

Terminal Manager Jake Gandy cooked steaks for his team members to celebrate the occasion. Gandy said, "I'm proud to recognize our third year of providing safe service to our Customers. We have a great group of team members here who focus on both safety and service.”

Team members at the Zacha Terminal are Aaron McBride, Benjamin Dennis, Brandon Farabee, David Callan, Dustin Ramos, Ja-De Urban, Jake Gandy, Jose Martinez, Robert Arney, Veronica Garcia, Victorio Tudon, and Wendell Blair.

Several Watco and CDL Electric team members gave their first Operation Lifesaver presentation to nearly 300 high school students last week at Frontenac High School in Frontenac, Kansas. Presenters included (l-r) Crystal Arnold-Watco, Shea McLaughlin-CDL, Amber Brown-Watco, Afton Lundy-CDL, and Jana Austerman-Watco.

Watco's proud to welcome the new team members who recently came on board to provide switching services to a Customer in the Chicago area. On September 19, the team began operations at the BP Whiting Refinery in Whiting, Indiana. The 25 team members provide service to the refinery 24 hours a day, seven days a week.

The refinery receives loaded cars of catalyst and sulfuric acid and ships out empty cars as well as loaded cars of spent sulfuric acid and coke. The team handles an average of 560 cars per week at the facility.

Randy Burington, location manager, has been in the railroad business for approximately 25 years and said he is excited to learn and bring the Watco culture to the rail dense region. "I've worked for some of the other railroads around the country, and I've been impressed with Watco's emphasis on safety, Customer Service, and taking care of the team members,” said Burington.

Some of the day crew were caught between jobs at the BP Whiting Refinery in Illinois. Team members pictured (l-r) are Inspector Dave Mazur, Conductor/Engineer Vince Porter, Conductor Allen Woods, and Leadman Anthony Sydnor.