The All Aboard Foundation is hoping to get a few graduating high school seniors off on the right track by providing a scholarship to children of Watco team members. There were five applicants who were selected as recipients of the $500 scholarship. The recipients are Matthew Bohland, Mackenzie Boatman, Drew Davied, Devin Lamkin, and Jason Schroeder.

President of the All Aboard Foundation Brad Snow said, “This was a great opportunity for the Foundation to give back to the families of our team members. Our mission is to improve the quality of life in the communities in which we serve and the recipients all share in that mission with their community involvement.”

Matthew’s parents are Larry and Darla Bohland. Larry works for the Ann Arbor Railroad. Matthew is interested in Computer Science and Engineering and is planning on attending the University of Toledo in Ohio.

Mackenzie’s father, Christopher Boatman, also works for Ann Arbor but on the transloading side. Her mother is Teresa Millican. Mackenzie hopes to enter the Criminal Justice Program at the University of Toledo and someday become a probation officer.

Drew’s parents are Dennis and Cindy Davied. Cindy works in the legal department at the Support Services office in Pittsburg, Kansas. Drew received a Track Scholarship from Pittsburg State University and will be an official Gorilla in the fall. Devin is the son of Herb and Dawn Lamkin. Herb is a roadmaster for the Kansas & Oklahoma Railroad. Devin will be attending the University of Kansas and plans to pursue a career in medicine. He aspires to be an orthopedic surgeon. Jason’s parents are Jeffrey and Heidi Schroeder. Jeffrey is a roadmaster for the Wisconsin & Southern Railroad. Jason will be attending the University of Wisconsin-Platteville. Jason has been accepted into the School of Engineering and will be studying computer engineering.

Cassie Bicknell, Fundraising and Event Coordinator for the All Aboard Foundation said, “The Scholarship Committee has been very fortunate to receive so many strong applications this year. We had a difficult time in selecting this year’s scholarship recipients because of the high qualifications of the candidates.”

The Foundation will begin taking applications in January of 2017.

When Gary Wagenseller, general manager of Boise Valley Railroad, got a call from Wish Granters, he was posed with an unusual request: To let someone with a terminal illness ride the train.

“This was a first,” Wagenseller said. “But it was pretty much a no brainer. It was just a matter of getting the schedule worked out.”

The passenger: 52-year-old Fred Dye, whose favorite hobby growing up was anything train-related. Having been diagnosed with terminal kidney failure, he received a wish from Wish Granters to ride, and if possible, drive, a real train.

Wagenseller said Dye rode while the railroad switched out a customer or two, and then put in some miles of track time.

“We let him get in the seat while we were stopped and blow the horn a couple of times,” Wagenseller said. “It’s great to let someone fulfill something like that they’ve really wanted to do. It was fun to see him excited.”

Wish Granters Founder and Executive Director Doug Raper said the organization is similar to the nationally known Make a Wish Foundation, with the exception that he fulfills wishes for adults 18 and over who have terminal illnesses. It serves the Boise area including Ada and Canyon counties.

“We did our first wish in December 2010, and we’re headed to 250 wishes right now,” Raper said.

Fred Dye was granted the wish of driving a real train by the Boise Valley Railroad.

- Continued on page 4
Wisconsin Representative Ed Brooks “rides the rails” visiting with local businesses

by Ken Lucht
Director of Government Relations

The Wisconsin & Southern Railroad (WSOR) welcomed special guest State Representative Ed Brooks (50th District, WI) for an afternoon tour of the WSOR's Reedsburg Subdivision. When historic flooding hit Louisiana in early March, it damaged trains and tracks as well as homes, businesses, and agricultural fields. But the Wisconsin Southern Railroad (LAS) didn’t stay down for long; the day after a six-day rain stopped, work began on repairs.

“Needless to say, I am very proud of my team,” said Damien Cantrell, LAS general manager. “The LAS began operations on Sept. 25, 2005, when Watco Companies acquired the railroad from the Kansas City Southern through a lease agreement. Consisting of 188 miles of track, the northern branch runs from Shreveport to Sibley, then north to Springhill. The southern branch runs from Gibsland to Pineville Junction. The LAS interchanges with the KCS at Gibsland, Sibley and Pineville.

The Weather Channel described the weather as a “torrential rain event” that produced more than two feet of record-level water from March 7 through March 13. The Sabine River, in particular, crested at 20.3 feet, according to the National Weather Service.

“The damage was widespread,” Cantrell said. “It flooded the Minden Depot. Every subdivision of the LAS was shut down and impassable for a train. Two trains were trapped by flood waters; one was damaged. In total, 35 railcars were damaged.

It was the Hodge and Hope subdivisions that experienced the most damage. “From Cotton Valley, Bossier City, Hodge, and down to Winfield, we experienced well over 100 minor washouts of the track, and many major washouts,” Cantrell recalled. “Some were 15 to 20 feet deep and a quarter-mile long.”

The LAS began work as soon as the rain subsided on March 14. “Rivers in the area were still very much above flood stage, with many bridges under water,” Cantrell said.

The Minden Depot had to be stripped down to the wall studs and redone. All damaged cars were repaired and returned to service.

By March 26, Hodge was reopened for train movement. “To be able to get this done in such a short amount of time was nearly impossible,” Cantrell said. “But with the strong skills and knowledge of the LAS track department, they were able to make it happen.”

Next, the Princeton Subdivision was opened for business, with the Hope Subdivision soon after. “Both were repaired in an amazingly short time period,” Cantrell said.

The LAS Team still is doing work to get the tracks back into pre-flood shape, he said, but “we open for business.” “The only tracks that have not been repaired to this point, are from Hodge down to Winfield. Those repairs will begin within the next week or two.”

Noted Cantrell, “No team members were furloughed during the time we were down. We loaned out team members to other properties, and the rest of the team stepped up and contributed to getting us back up and running however they could.”

Touring the Primex Plastics facility are Jason Cu-lotta (l) of Wisconsin Manufacturer's & Commerce, Representative Ed Brooks (center), and General Manager Blake Pace (r).

Pictured above are two different locations on the Louisiana Southern Railroad that were flooded during the heavy rains that hit the area in early March.

Louisiana Southern Railroad hit by torrential rain event

by Andrea Bryan Stefanoni
Contributing Writer

When historic flooding hit Louisiana in early March, it damaged trains and tracks as well as homes, businesses, and agricultural fields. But the Louisiana Southern Railroad (LAS) didn’t stay down for long; the day after a six-day rain stopped, work began on repairs.

“Both were repaired in an amazingly short time period,” Cantrell said.

The LAS Team still is doing work to get the tracks back into pre-flood shape, he said, but “we open for business.”

“The only tracks that have not been repaired to this point, are from Hodge down to Winfield. Those repairs will begin within the next week or two.”

Noted Cantrell, “No team members were

furloughed during the time we were down. We loaned out team members to other properties, and the rest of the team stepped up and contributed to getting us back up and running however they could.”
HOUSTON TEAM MEMBERS PARTICIPATE IN CAREER FAIRS

by Jennifer Sévère
Operations Administrative Analyst

On Friday, May 13th the Woodland Acres Elementary School held their annual Career Fair for the 4th and 5th grade students. Watco, once again, had the privilege to actively participate in helping to explain what it is each team member does in order to help in the day to day operations for Watco. The Watco Team Members who participated were David Bader, director of switching for the Houston Division, Nelson Guardado, Houston Liquids Terminal operations manager, and Charles Dettmann, WTS marketing & sales manager. About 220 children were in attendance, and various careers were represented from Rail, Marketing, Law Enforcement, Aircraft Piloting, Computer Technology, and Banking and Finance. David Bader spoke with the kids on how trains operate, and what takes place in the operations through rail.

Bader stated, “It is a pleasure and an honor to be able to share the knowledge and experience I have with such great a group of kids”. Bader shared with the various groups on the different materials that are transported through rail, and how to safely operate and switch the railcars. Nelson Guardado spoke about how the Houston Liquids Terminal operates, and the various materials that come through the terminal.

Nelson said, “I always count it a privilege to be able to help these kids in the development of their education”.

He presented information regarding the unique materials the terminal handles, and the necessary steps they take to ensure the proper handling of those materials. Charles Dettmann expressed the importance of effective communication in the Marketing field to the children.

Dettmann stated, “I love working with these kids so much because they help you to remember how exciting life truly is and can be, through endless possibilities”. Dettmann also spoke to the kids about his profession helps link many people together to create new partnerships, and also helps each side of the various jobs help link many people together to create new possibilities. Dettmann also shared with the kids how his profession helps link many people together to create new partnerships, and also helps each side of the various jobs help link many people together to create new possibilities.

Bader shared an interesting activity using the various materials that come through the Houston Ferro location for loading and unloading. As a special treat, Jackson brought in small sample sizes of several materials that make their way through the Houston Ferro location, and also included explanations on what those materials are used for in our everyday settings.

Jackson stated that, “As you speak with some of these students, and they approach you and listen to what you have to say, it is great when you see an interest spark in their mind, and you know that someday they might consider working in your field as well”.

These events brought insights to the students on what companies near their location are doing, and how they can someday consider becoming a part of those operations. Each presenter placed specific importance on teamwork in all aspects of operations so as to maximize our effectiveness in what we do. All presenters underscored the fact that the use of all five endorsements: S.T.E.M. (Science, Technology, Engineering, and Mathematics), Business, and Industry, Arts and Humanities, Public Service, and Multi-disciplinary studies endorsements is beneficial in various career options, especially those in their line of business. We consider it an absolute privilege to help our surrounding community. One of our goals is to become a part of a framework that helps to shape the way these kids look at what possibilities may lay ahead in their future. Helping these students is another stepping stone toward the path to success, and another leap forward in building up these students to becoming future leaders in our communities.

Condon celebrates seven years injury-free

By Molly Henneke
Contributing Writer

The Condon Team in Oregon recently celebrated their seven-year safety anniversary with a barbecue on May 11, 2016. The team might be small—four members—but they have performed in a mighty manner. Both in safety and service to the Customer.

Team member Aaron Smith stated, “We provide service to Waste Management with an inbound and outbound train six days a week to their facility in Arlington, Oregon. We have 11.5 miles of track with two areas having grades over two percent. The team is very aware of their surroundings and set the bar high as far as safety and Customer Service are concerned.”

The crews operate trains which are usually 100 cars and use distributive power on both ends of the train. They more roughly 2,000 carloads a month and have been serving Waste Management since 2003.

Smith goes on to explain the team's daily routine which puts an emphasis on safety, “The team usually starts around 0700 PST with an overall job briefing where they discuss Watco’s overall safety and then our safety record. Next, they usually call and talk to Waste Management and determine the most efficient way to put the train away and build the outbound train. Then they proceed to the inbound train and take it up the hill to Waste Management’s facility. After putting the inbound train away they build the outbound and then take it back to interchange with Union Pacific Railroad in Arlington, Oregon.”

Each team member is very aware of safety concerns and the team always has rolling job briefings when needed. The members take pride in watching out for each other’s safety and humbled to be part of such a wonderful team.

The team members who serve Waste Management at Condon include: Jason Seger, 7.5 years at Condon and 8.5 with Watco, Ed Himmerich, 3 years at Condon and Watco, Jordan Eiesland, 1 month at Condon and Watco, Aaron Smith 2.5 years at Condon and almost 6 with Watco.

Congratulations on seven years of continuous safe service!

Two of the Condon team members with the longest service record are Jason Seger and Ed Himmerich, who proudly show off their safety record.
Ghent celebrates safety anniversary

By Molly Henneke
Contributing Writer

Congratulations to the 58 members of the Ghent Terminal Team on celebrating their one-year safety anniversary. The Kentucky terminal was acquired by Watco in February of 2015 and was originally known as Arrow Terminals, until it was taken over by Kinder Morgan in 2005.

Three team members have stayed with the facility through its various transitions over the past twelve years: Steven Kincaid, operations supervisor; Brandon Otter, maintenance supervisor; and Joey Morgan, Level 4 Supervisor. These team members are a vital part of the production process, as are the other 55 who work at the facility.

The primary Customer, North American Stainless (NAS), is a great testament to the manufacturing power of Kentucky. Fifty percent of all stainless steel produced in North America comes out of the 4,000,000 sq. ft. facility with 250 truckloads of finished product leaving the plant daily.

An average day at the terminal starts with a pre-shift meeting on one side of the road for those team members that primarily work on the NAS side, then the supervisor does a similar meeting for those members who work on the dock side. The shifts are twelve hours long with two shifts per day, seven days a week, and 365 days a year. The team unloads barges of scrap steel and various alloys. They also unload railcars and do various small and large material movements for the Customer.

The team is currently planning on celebrating their one year anniversary with pizza lunch for the four teams that make up the Ghent Terminal.

Terminal Manager Tim Bass said, "Each team member plays a vital role to the facility whether they are on the front lines dealing with customers or working behind the scenes in support."

The rolling hills of Kentucky make for a beautiful background at the Ghent Terminal.

Houston Team creates new revenue source and standards

by Andra Bryan Stefanoni
Contributing Writer

Team members in Houston at Watco Terminal and Port Services have created a new revenue source and are involved in creating new standards, earning accolades from Director Nathan Holmes.

Martin Dudley, a measurement and logistics specialist, and Curtis Olson, measurement and logistics technician, haven't been with Watco long — just 1.5 and .5 years, respectively.

But they're already building a reputation for high standards and attention to detail, Holmes said. Dudley, the founder of the Texas Gulf Coast Association of Measurement Professionals, was approached by a member of that association looking to expand his business into an area in which Dudley is very accomplished, Holmes explained.

"That work is to provide periodic inventory calculations of bulk liquid terminals in Texas and Louisiana," he said.

Watco signed the agreement last month. While they haven't performed the service yet, meaning it's too early to gauge the impact, Holmes is impressed.

In addition, Dudley and Olson are credited with creating new standards.

"Our terminal, GCBR, is one of a small handful of world class unit train unloading facilities on the gulf coast. The oil and gas industry relies heavily on API — the largest US trade association for the industry, representing about 650 corporations — for guidance," Holmes said.

The crude by rail segment is so new in the industry that there are few standards which provide operators the guidance the industry is otherwise accustomed to.

"Martin and Curtis’ daily work load heavily involves reconciling our measured volume from unit trains against the loading origins measured volume," Holmes said. "Martin found the need for guidance which didn't exist, and therefore recommended to API that a new standard be created. API promptly created a committee and recruited Marty to participate."

The standards are still in the creation phase, but Holmes believes they ultimately will provide guidance to the energy by rail industry on areas in which Watco is heavily involved.

Holmes noted Dudley also has been asked to submit a technical paper to the International School of Hydrocarbon Measurement for rail-related measurement — the initial step to create the first rail centric class to be taught at the annual ISHM conference in Oklahoma City, Oklahoma.

Boise Valley Railroad team helps grant a wish

Continued from page 1 - more costly and complicated.

“We’ve had several Disney wishes with families, and Hawaii wishes, but we’ve also had some that are very simple, like dinner and a movie with a family,” Raper said.

Wish Granters relies on individual donations, corporate donations, grant writing, special events, and in-kind donations to make wishes come true.

“With this one, we were able to get a hold of the general manager and the railroad was excited to be able to help,” Raper said. “It’s a fulfilling job. It’s hard when you lose an individual, but when you see their dream come true, that’s the exciting part.”

Dye’s sister Kim, his caregiver, told KIVI TV it was the ride of a lifetime.

“I, in a sense, was trying to create his bucket list and mark it off for him,” she said.

CALCULATION CONTEST

Photographers get ready, Watco is taking submissions for the 2017 Calendar Contest.

Submissions must be received no later than September 1, 2016. The four-color high quality printing requires at least 300dpi images at 100%.

Send submissions or any questions to tvan@watcocompanies.com with Calendar 2017 in the subject line.

Entries can be submitted by anyone, team members or not, but the photos must contain Watco properties as the subject matter.
**WSOR helps preview exciting new Wi-Tronix product**

By Michaela Kinyon
Contributing Writer

“It’s a very exciting time to be in rail right now,” stated Wi-Tronix Marketing Analyst Maggie Hopkins. This is due to the fact that Wi-Tronix, LLC, a developer and supplier of technologies and systems intended to improve the rail industry, has recently launched a new product: Violet”.

Violet, although similar to some of the remote monitoring done in the past, is revolutionary in the new options and potential that will be available. The program, provides basic LDARS functionality, among many other features, and allows for remote monitoring of locomotives in real time. It will allow people to not only see into the cab, with its Virtual Intelligence System, but it will also allow the viewer to step into 3D Violet Virtual Reality, giving the viewer the ability to put on a pair of 3D glasses and “walk around” the locomotive.

The product was announced at the 5th annual Wi-Tronix Chicago Conference. The conference was designed as a platform to gather many of the Wi-Tronix Customers (from Class 1 railroads to passenger rail to short line railroads like Watco), understand their needs, and develop products and solutions that make their operations better. This year the conference also served as an excellent venue to launch Wi-Tronix’s new product, with some assistance from the Wisconsin & Southern Railroad (WSOR) Team.

Hopkins, who organized the conference, said that they wanted to show Violet to their Customers before it went on the market. In order to exhibit the product’s full potential and vision, some Wi-Tronix representatives and a film crew created a film with the WSOR, their pilot Customer, to exhibit Violet’s capabilities. Using WSOR locomotive WAXM 4013 and a drone for filming, the Wi-Tronix representatives, film crew, and WSOR team members involved spent roughly seven hours creating the film.

The crew did multiple takes moving the train back and forth across an intersection and using the new Violet equipment, and even filmed a “near miss” with a car that was accomplished through some clever camera work and editing equipment.

This film was instrumental in demonstrating the vision for what the product was capable of as well as the innovation it brings to the industry as a whole. Those that attended the conference were floored by the implications. Hopkins said it was very gratifying, giving Wi-Tronix has put a great deal of effort into development, “We’ve put in months, thousands of hours. We’ve poured our hearts and souls into this, and it was good to hear that people were a little in awe of this product.”

What makes the new Violet program incredible is the way that it will give better visibility into how railroads work. It will give higher accuracy and alerts, as well as more actionable information in real time, thus allowing people to make fast decisions in regards to safety. Wi-Tronix hopes that this product will usher the rail industry into the forefront of the transportation world. They wanted to give their Customers greater decision capabilities and access to real time information and data. The WSOR team was happy to have been a part of launching such an innovative change within the railroad industry.

**Incident shows need for safety glasses**

by Bill Goldsberry
Vice President Operations

A recent incident on the Blue Ridge Southern Railroad showed why safety glasses are always required. Jamie Miller, the railroad’s chief mechanical officer, was riding with the T-31 to Asheville (North Carolina) trouble-shooting a locomotive problem. While passing a golf course, a golf ball struck the back side of the conductor’s side mirror, showering the CMO’s face with shards of broken glass.

Fortunately, no injury occurred which can be contributed in part to the CMO wearing his required safety glasses, avoiding possible eye injury. This experience has been a real eye-opener (pardon the pun) as to the importance of proper PPE practices.

The above mirror was hit by a golf ball when passing the golf course near the railroad tracks causing shards of glass to fly into the locomotive cab.

**Watco short lines win six Norfolk Southern awards**

Three Watco short lines received awards at the Norfolk Southern conference held last month. The Grand Elk Railroad received three awards, and the Ann Arbor, Wisconsin & Southern, and Blue Ridge Southern railroads received one award each.

Watco’s Chief Marketing Officer Stefan Loeb said, “Words cannot describe the pride I have for this team and its accomplishments with NS. Six awesome awards recognizing the mutual value creation between Watco, our Class 1 partner NS, and most importantly our Customers.”

The Grand Elk received a Platinum 250th award for moving more than 1,000 new carloads, a General Manager’s Operating Achievement Award, and a Transportation Optimization Award.

The Ann Arbor received a Gold 250th award for moving 751 to 1,000 new carloads. The Blue Ridge Southern received a Silver 250th award for moving 551 to 750 new carloads and the Wisconsin & Southern Railroad received a Silver 250th award as well.

Shasta Duffey, Grand Elk and Pennsylvania Railroad vice president of sales and marketing, said, “I can’t wait to present them to our operations team in appreciation for all of their hard work.”

Members of the Marketing Team proudly show off their Norfolk Southern Awards. From left to right are Eric Thurlow, Ann Arbor marketing manager; Andy Laurent, vice president of marketing, Brad Peot, WSOR account manager, Jason Murphree, WSOR account manager; Shasta Duffey, Grand Elk and Pennsylvania Railroad vice president of sales and marketing; and Brigid Rich, Blue Ridge Southern Railroad marketing manager.
Locations celebrate recent safety anniversaries

By Michaela Kinyon
Contributing Writer

Over the past month, various locations have celebrated incredible safety milestones, something worth making note of both for Watco Team Members and Customers. These men and women work incredibly hard every day to ensure the safety of not only themselves, but also their fellow team mates. Every decision made by a team member affects those around them, their families, and the Customers they serve. These locations are this month’s shining examples of hard work and perseverance in safety.

Hammond Switching

The Hammond Switching Team in Hammond, Indiana, celebrated four years without a reportable injury. The celebration was held in mid-April. Team members include Terminal Manager Pat McPhillips, and Team Members Willie Carson and Robert Saxton.

The location is primarily a switching facility for Potash Corp., a Canadian fertilizer and farm supply company. Loaded cars are stored in the yard, and team members build unit trains and assist in product movement for the company. A new warehouse was recently commissioned for the location which will allow Potash Corp. to store more of its products on-site, better utilizing rail cars and resources.

When asked about the safety anniversary, Terminal Manager Pat McPhillips stated, “Being safe is certainly important. No one wants to be injured on the job. We are a team. We all look out for each other and we want to keep it that way. Watco has given us the freedom and training to stay safe and be productive.”

Mississippi Southern Railroad

The Mississippi Southern Railroad (MSR) is celebrating the achievement of 11 years without a single reportable injury. The eight team members have not yet gotten together for a formal celebration, but they are planning to have a dinner with the crews and their families in the next couple weeks.

Pecos Feed is the primary Customer of the MSR, and team members deliver corn and other grain for them. The railroad also pulls loaded lumber from Georgia-Pacific and handles crane mats from Yak Mats.

Jeff Buck, general manager, said of the railroad’s achievement, “This is a small property, but it’s been in operation since 2005. That’s a lot of people, a lot of time, a lot of jobs. They’ve hit a big landmark. I am proud of each and every team member here.”

Vicksburg Terminal

This former Kinder Morgan terminal in Vicksburg, Mississippi, recently celebrated three years without a reportable injury. The 11 team members had a catered lunch of catfish in mid-April.

As Plant Manager Chris Maxwell says, the terminal “will do anything for a dollar”. They handle to and from barge, railcar, and truck storage, as well as local car delivery. They are a drive bolt facility that handles titanium ore, steel coils, ammonium nitrate fertilizer, as well as many other products.

“We are always staying focused on our safety,” said Maxwell. “The biggest thing we do here is a buddy system. We always say ‘One is none, and two is one.’ Everybody watches each other’s backs.”

Autauga Northern Railroad

Autauga Northern Railroad (AUT) celebrated five years injury-free this past April. Their 10 team members had a cook out at which Anthony Kirkland, general manager, cooked steaks. The meal was Friday during lunch, so a few of the family members were able to attend, as well as a representative from International Paper, the railroad’s biggest Customer. The team members also each received a polo shirt with the railroad logo on it.

AUT mainly handles paper products and materials needed to make paper for International Paper. Other products that they transport for various Customers include food containers, mulch bags, and gravel used to make steel.

Kirkland says of the anniversary: “I’ve got a good group of team members that try to do the right thing, so [being their manager] is not very hard. Their mindset makes my job easier, and all the credit should go to them and their hard work.”

Ingevity Switching

Another location that celebrated a safety anniversary last month is Ingevity Switching in DeRidder, Louisiana, which has gone an incredible 13 years without a reportable injury. The 12 team members celebrated on May 22nd with a crawfish boil at Tony Clark’s (vice president of operations) house.

The location offers switching services at Ingevity (formerly MeadWestvaco), which provides specialty chemicals and high-performance carbon materials and technologies.

Location Manager Brandon Eddleman, stated, “All of my guys’ experience ranges from one year to twenty-plus years, and they all work together very well and are willing to help each other out with anything. That is a huge accomplishment in my eyes… [We are] looking forward to adding many more years to the 13, and I am proud of each and every team member here.”

Eddleman also wanted to give special thanks to his team members for not only working safely, but also providing continuous Customer satisfaction on a daily basis.
**Deaths**

Hunter Michael McGregor  
A resident of Osyka, Mississippi, Hunter passed away on Friday, April 29, 2016 at St. Helena Parish Hospital in Greensburg. He was born December 8, 1996 in Yuma, Arizona and was 19 years of age. He is survived by his parents, Jay and Lisa McGregor; daughter, Holly McGregor; fiancé, Kourtney Schiller; brother, Logan McGregor; sister, Charlisa McGregor Waller and husband, Cody; grandmother, Thelma Guillory; grandfather, Charles McGregor and wife, Joyce; aunts and uncles, Dawn and Oscar Bridges, Shana and James Thornton, Brenda McGregor, Justin Lehmann and wife, Courtney; nephews, Jayce Waller and Cooper Waller; special cousin, Devyn Thornton; goddaughter, Addison Adams. Preceded in death by grandparents, Marvin Bennett, Paul Guillory, and Katherine Hodges; uncle, Mark McGregor; cousin, Aaron Lehmann.  

Religious services were held on May 3, 2016 with interment at New Zion Cemetery in Kentwood, Louisiana.  

Hunter was a Conductor Trainee with the Baton Rouge Southern Railroad (BRS). Brit Sonnier, BRS general manager, said, "Hunter was on his way to establishing a long career with the railroad. He was a hard worker who listened well and was eager to learn and apply what he had learned to his daily job duties. BRS has lost a valuable asset with Hunter's passing and he will be missed by all who worked with him."

**Births**  

Sophia Alice Calderon,  
Monique and Jeremiah Calderon are proud to announce the birth of a daughter, Sophia Alice, on May 7, 2016. Sophia weighed 6 lbs., 2 oz. , and was 20 inches long.  

Sophia was welcomed home by siblings Korbyn, 20, Kaydyn, 17, David Ray, 11, and Zoe, 6.  

Proud grandpa is Aurelio (AC) Calderon, supervisor of C-Crew at the Loving, New Mexico Terminal.

**Congratulations to the following team members celebrating their anniversaries!**

**1 Year:** Ryan Atwood, Nicholas Benedict, Cameron Benson, Josiah Breeden, William Butler, Alfredo Carnero, Julie Christensen-Chock, Arla Cress, Curtis Daly, Riley Ford, Blake Futch, Justin Girau, Nathan Goodwin, Myron Harris, Nandia Holmes, John Jansen, Derrick Johnson, Douglas Jones, Jordan Jones, Christopher McKinney, Dusty McRae, Jason Murphree, Jason Neuwirth, Jason Rehm, Olen Reid, Mason Roach, Tyler Roberts, William Roberts, Tyler Royer, Daniel Schramm, Tristin Sheffer, Raphael Sinclair, David Strawn, Brandon Vaughn, Michael Walker, Jeremy Watson, Dylan Wilber, Taylor Young  

**2 Years:** Suliana Aguilar Gutierrez, Douglas Bondley, Jason Busman, Jamal Campbell, Arthur Christmas, Kelly Clouse, Stefanie Cunningham, Edward Curry, Nicholas Darnell, Stacey Dawson, Deron Deter, Jordan Edwards, David Eiller, Jerod Gofourth, Luis Graca, Daylen Griffin, William Griffin, Daniel Gross, Christopher Haley, Johannes Hanselmann, Cris Hatcher, Kenneth Henson, Michael Hernandez, Matthew Horne, Jeffrey Joseph, Jonathan Lacy, Zachary Leingang, Jason Longfellow, Stephen McCabe, Brent Morrison, Yan Naing, Breana Nalesnik, Michael Ogden, Javier Pertuz, Thomas Pierce, Nicholas Pritchard, Steven Ramirez, Scott Rice, Jose Rios, John Rodriguez, Jose Rodriguez, Dion Roth, Joseph Rowan, Britteny Rowe, Aaron Schumann, Mitchell Shoemaker, Dustin Virtue, Jason Wetta, Steven Williams, Shari Wilson, Eric Wolfe  

**3 Years:** Cassidy Arnold, Larry Belk, Jenna Duets, Jeff Ellkins, Rick Hansen, Timothy Hart, Philip Hennessey, Edwin Himmerich, Artemus Hines, Michaela Kinyon, Sergio Lara, Shawn Morrison, Jacob Norwood, Jerry Rivera, Jeffrey Sanchez, Jason Sigm, Laura Thomas, John Thompson, Amanda Warner, Nick Weber  

**4 Years:** Ronald Abbott, Thomas Barnes, Sean Benzmiiller, Susan Buffington, Tara Carpenter, Sean Cox, William Cox, James Degano, Adolphus Dibia, David Elizalde, Ty Gatlin, Curtiss Hembry, Carol Kefauver, Carey O’Connor, Jordan Pallanes, David Perez, Brian Pindell, Steven Renn, Jose Rodriguez, Angela Schaefer, Amanda Shanholzer, Derrick Thomas, Mashaela Thrall, Christopher Varno, Duff Wagnon, Dana Willkerson, Scott Winther, Jeremy Worm, Lloyd Young  

**5 Years:** Christian Breeck, Felicia Fearmonti, Cynthia Johnson, Taylor Jones, Nathan Kime, Benjamin May, Alfred Pope, James Stallings, Michael Stotts, Paul Watland  

**6 Years:** William Ascaini, Robert Betts, Silvestre Garza, Paul Goins, Melissa Pennington, Tom Scheidemant, Kenneth Smith, Douglas Steed, Brady Whipple  

**7 Years:** Sean Crowe, Daniel Garrett, Brent Marsh, Bruce Neet, Derek Witsman  

**8 Years:** David Brock, James Hite, Bernardo Santos, Richard Smith, Randall Thompson, Matt Troth  

**9 Years:** Tony Cox, Michelle Hubbard, Charles Stephens, Curtis Testerman  

**10 Years:** Randall Chaney, Ivan Etherton, Phillip Forrest, Timothy Ragsdale, Pete Tavenaro, Mohamed Zahiruddin  

**11 Years:** David Gonzales, Nicolas Hanson, Jeremy Hollis, Bubba Lundy, James Marr, Randall McIntyre, Angelina Pridemore  

**12 Years:** Nolan Darthard, Steven Hebel, Joey Meadows, Marco Mendoza, Billy Mott, Larry Shavers, David Young  

**13 Years:** Clint Chestnut, Donnie Creed, Ron Isaacs, James Waite  

**14 Years:** Matthew Diestler, Mark St Aubin  

**15 Years:** Barbara Crawford, Jesse Gage, Nancy Newbery  

**16 Years:** Lawrence Milton  

**17 Years:** Jeffrey Coble, Robert Eineke, Christopher Jacobson, Randy Jacobson, Jason Rossman, Daniel Tank  

**18 Years:** Matthew Meekma  

**20 Years:** Willis Iverson  

**22 Years:** Paul Lawson, Gary Lundy  

**27 Years:** William Gamble, Joseph Hackimer, Gary Harville, Michael Polland  

**28 Years:** Janice Ferrin  

**30 Years:** Jason Ford  

**33 Years:** Deborah Moody
Chicago Heights crane operator retires

by Tracie VanBecheaere
Managing Editor

After 50 years of working as a crane operator, Chicago Heights Terminal Team Member Sylvester (Sly) Strong is retiring. Don’t let his age fool you though, Sly has kept up with technology and the operations of a variety of equipment.

“Sly’s speciality is transloading steel, but he is very diverse in what commodities he can move and the equipment that he can operate,” said Linda Jordan, terminal manager.

Sly has used the knowledge that he has acquired throughout the years to help new team members learn and grow.

“He’s been a great mentor,” said Jordan. “His easy going personality has made it easy for the team members to learn from him. He’s really going to be missed.”

Sly has worked at the Chicago Heights location for 15 years and during that time it has changed hands a couple of times. Most recently he worked for Kinder Morgan at the terminal prior to Watco’s acquisition of the terminal.

Sly and his wife Cora are excited to spend some time traveling upon his retirement. They have a camping trailer that they will be pulling behind them as they visit different parts of the country.

Sly and Cora also plan to spend time visiting their children and grandchildren.

Drive down the summer spike in 2016!
Make the summer of 2016 the safest summer yet

Aug 29 - Sep 4
Aug 22 - 28
Aug 15 - 21
Aug 8 - 14
Aug 1 - 7
July 25 - 31
July 18 - 24
July 11 - 17
July 4 - 10
June 27 - July 3
June 20 - 26
June 13 - 19
June 6 - 12
May 28 - June 5

Injury/Incident Indicator

Kick off meetings
Inspection of Equipment
Close Clearance/Forklift Safety
Hand Tools
Flag Protection LO/TO
Overexertion
Slips/Trips/Falls
PPE
Wellness/Hydration
Work Zones/Red Zones
Protecting Shovels/Distance Around Equipment
Driving Safely
Switches and Derails
Job Briefings
Summer Safety

Watco’s Summer Spike safety program is underway.
Make 2016 the safest year yet!