Infrastructure continues to grow and develop at Greens Port Industrial Park (GPIP) in Houston, Texas, where in 2004 Watco bought 40 percent ownership in an old steel mill property of 655 acres and in 2010 gained sole operational control. The facility consists of the docks, crude-by-rail unloading racks, ethanol unloading, material handling, freight rail service, and railcar repair. The measurements team at the location has also started providing their expertise to other companies. Almost every service provided at Watco is represented at GPIP.

Construction continues on Dock 2, which like Dock 1, was built in the 1950s and has been moving break bulk since the 1980s; it is being converted into a liquids dock. "We’re installing pipelines and loading arms," said Ernie Farrand, who will celebrate his fifth anniversary there in September. "We have a Customer who is doing the leasing and should start moving liquids in November."

Those liquids include refined petroleum products like gas, diesel, and condensates being exported nationally and internationally from Houston. "Each ship can carry 300,000 barrels — or a little over three unit trains, which means 300 plus railcars," Farrand said.

In June, Watco opened a third berth and started construction on Dock 4, which will be open in August. Dock 3 is being designed for break bulk commodities. Dock 4, at 800-feet long, will be for break bulk, as well. "Things are really moving along here," Farrand said. "Half of the physical property has changed since 2011; we have added a crew terminal, aggregate terminal, built warehouses, put a lot of new infrastructure in place."

As a result, said Farrand, who supports dock operations and materials handling, the port is more efficient and can take on additional Customers. "They focused entirely on real estate. When we took on the property, 80 percent of our Customers only brought a truck in or took a truck out — they didn’t use the rail or dock," he said. "But we’re connected to all Class 1 railroads in Houston, and connected on the water side by river barges and international ships, so we’re changing the model where Customers utilize all those other modes. As of last month, we went from 20 percent using docks and rail to 54 percent using docks and rail."

"They’re willing to come in and pay a premium because they have that access; nowhere else in Houston on the Gulf has that kind of connectivity." Dupont, for example, brings in dry bulk — calcium sulphate — by ship to the dock, stores it in the warehouse, then moves it back out again by truck.

"They’re using us in three ways instead of just one," Farrand said. Adding to the infrastructure and changing the Customer approach has meant not only additional revenue, but has expanded jobs. When Farrand began, there were eight to 10 Watco team members on the property. Today, of the 250 Watco team members in the Houston division, there are 100 to 150 at Greens Port.

- Andra Bryan Stefanoni, Contributing Writer
When Watco hired West Virginia native David Larch in 1989, he never dreamed that he’d one day get to spend the final years of his career with Watco just miles from where he grew up.

At that time, Watco was just six years old and wouldn’t expand its railroad holdings west for three more years, nor south for nearly a decade.

“Our company was extremely small then, just getting our feet off the ground with a handful of opportunities,” Larch recalled. “I never in my life could have comprehended seeing the day that I would be working within 30 miles of my hometown with Watco. It’s almost unbelievable.”

Larch is the first hire on the Kanawha River Railroad, Watco’s most recent acquisition. The agreement was made in May on the 309 miles of rail line running from Ohio to West Virginia, where Larch grew up in Walton.

He vividly recalls his mechanically-inclined childhood there:

“I got off the school bus one day when I was 10 years old and somebody had thrown an old car radio out — the kind of AM radios you pushed one button at a time to change channels,” he said.

Young Larch took the radio home, where his family had an upright radio that didn’t work, and he began tinkering to create his own, new radio. Adding parts and pieces from an old lamp and other electronics, he soon completed it and hooked up his DC creation to his home’s AC house voltage, then ran a wire out his window to the ground below.

“Needless to say I blew every fuse in the fuse box,” he said.

The catastrophe earned him a spanking from his dad, but set into motion a lifelong love of mechanics.

“I’ve always been a tinkerer — I love figuring out how things work,” he said. When he joined the U.S. Army, he worked for eight years as a diesel mechanic in the Patriot Missile division, servicing the heavy equipment that transported them.

Upon discharge, he joined Watco as a mechanic to help start up the company’s operation in Alabama, which served Union Camp Corporation — now International Paper.

While there, he also learned to be a conductor and an engineer. He would become location manager a few years later, then join the operation at Columbia, South Carolina, to direct local interplant switching for more servicing to paper mills. From there, he went to Washington State.

“My family and I drove to Myrtle Beach to dip our feet in the Atlantic Ocean, and 10 days later we were dipping them in the Pacific Ocean,” Larch said. “I’ve been coast to coast with Watco.”

In the Pacific Northwest, Larch was a location manager and then regional manager for railroads that serviced paper mills in Boise-Cascade and Springfield, Oregon, and a lead smelter in Montana.

Larch said being a part of diverse experiences during his 26-year career with Watco has been invaluable: He has driven spikes to repair and laid new rail track, run a tamper and backhoe, swept out boxcars to prep them for Customer loading, acquired new Customer business, overseen rebuilding of bridges and track, conducted safety training classes, and supervised engineers.

But he is happiest working on the mechanical side of the railroad, and in 2006, he accepted a job as chief mechanical officer in Alabama. Now 53, he plans to work at least 12 more years before retiring, and said he’s grateful to Watco for his career.

“They put their trust in a nobody who was wanting to be somebody,” he said. “They took a chance on me. Rick Webb is the type of person who didn’t just write me off.”

He vividly recalls a late-night conversation with Webb at a paper mill in South Carolina, when Webb advised the young and inexperienced Larch in management.

“He looked me in the eyes and said ‘David, what I expect out of you is to run this operation just as if it were your own. Dick and I trust you to do the right thing,’” Larch recalled. “Rick’s comment that night has stayed with me through-out my career. Though maybe a simple message, one that we all can take to heart. It’s about integrity.”

Bill Goldsberry, vice president of operations in Alabama, described Larch as someone who has become a “true servant leader” whose pride in the company is evident.

“Having him on our newest property in West Virginia will be a tremendous asset in transitioning the Kanawha River RR into the Watco Family,” Goldsberry said. “One of the most gratifying things about having the privilege of assisting David with hiring his new team has been his interaction with the prospective team members, how he talks about Watco, sharing his knowledge and experiences. And he always does it with humility.”

Larch said he is “beyond excited now” for the chance to work for Watco in his home state.

“My dream was always to come back home and retire near my family, and Watco made it happen.”

- Andra Bryan Stefanoni, Contributing Writer

**BLU team member's keen eye earns him Blue Backs**

Broken track is safe when Blue Ridge Southern Railroad Team Member Josh Cochran is on the job. On June 2nd, while working as a conductor at Canton, North Carolina, Josh observed a broken rail while servicing one of our Customers.

Josh immediately stopped all movement, promptly reported the defect to his supervisor, and the track was taken out of service until it was repaired.

Josh’s keen observations and quick reaction are examples of his professional work ethic and desire to work safely every day. For his actions, Josh was awarded 10 Blue Backs, a local safety incentive team members can collect and trade for specialty items, like shirts, hats, etc.

“Josh is a real team player,” said Blue Ridge Southern General Manager Darl Farris.

Farris stated, “It’s such a pleasure work with Josh and the other team members here on the Blue Ridge Southern Railroad. This team is among the safest and most efficient in this industry, and I’m very pleased with their safety performance.”

As a side note, Josh was recently promoted to locomotive engineer and is anxious to take on the new challenges his expanded role may offer.

Congratulations to Josh for a job well done!
When preparing for and competing in not one but two Olympic Games, Shamar Sands used every tool an athlete has access to: hard work, dedication, perseverance, discipline, and determination. When he transitioned from the world of professional athletics to the traditional workforce as part of the Watco team, he worried about being as successful off the field as he was on it.

“I was nervous,” he said, “and very hesitant.”

“But I just carried those same characteristics with me into the normal workplace, and the transition was much easier than I anticipated. Once you set goals for yourself and have a drive, you can meet any goal. That’s how I carried myself as an athlete, and that’s how I carry myself now.”

**Facing obstacles**

Born in the Bahamas in 1985, Sands became a track and field athlete who specialized in 110-meter hurdles.

“I’ve done track my entire life, from elementary school on,” he said.

Sands attended Auburn University on a full scholarship, and earned a degree in accounting and logistics. Upon the completion of his collegiate track career, he went professional.

He became the Bahamian national record holder in 110-meter hurdles with a time of 13.40 seconds. He captured the bronze medal in the 2002 World Junior Championships, then qualified for the 2002 World Championships. He again qualified for the 2012 Olympics in London. But Round 1 at National Stadium had devastating results.

“I was leading until the sixth hurdle, and I fell,” he said. “The first time I ever fell in my entire career.”

Sands crashed into the next hurdle and somersaulted head over heels.

He got up and finished the race for two reasons: First, because the season leading to London had been challenging and fraught with obstacles. And, he knew his twin children — then age 5 — were watching his race live on television.

“I had to get up and finish knowing they were watching,” he said.

“Having that mindset to get up and keep going in life definitely translates in work and in life,” Sands said. “No one is perfect. Everyone makes the simplest mistakes. It’s what you learn from those mistakes and what you take from every experience that equips you to get up and keep going.”

“Everyone isn’t going to win. That’s not the point, in my opinion. The hard work, the dedication, the fight it takes just to get there is just as meaningful and fantastic as winning — just the experience of being there, meeting the people there. That’s what it’s all about.”

**It’s all in the details**

In 2013, Sands returned to his native Bahamas to work for a hotel and train for the upcoming Olympics in Rio. But a knee injury took him out.

“I thought it was time to move on,” he said. “I had other goals I wanted to pursue, and I wanted to get started.”

Now 31, Sands was hired in May as a supply chain coordinator in San Antonio, Texas, where he manages intermodal shipments for one of Watco’s top 50 Customers.

“We coordinate their deliveries and pick-ups, which means being very organized and multitasking — paying attention to specific details,” he said.

“And that’s another example of how track and field ties into what I do. As a hurdler, one thing I had to pay attention to was my technique, and the smallest change on the smallest thing could bring your time down tenths of a second and that means a lot. The same way with this job: details are very important in the workforce.”

Sands said he loves the problem-solving aspect of his job.

“No matter how hard you try, you may put everything in place, and something can go wrong,” he said. “I enjoy solving a problem in a timely, efficient manner, and to be in a fast-paced environment. There is never a dull moment. If I don’t have a problem, I can help a team member who is having a problem.”

Amy Parady, vice president of business development for Supply Chain Services, said hiring Sands has been a positive for the company.

“Shamar brings a great deal to the table and we are so very pleased to have him on the team and servicing our Customers in a world class way.”

_-Andra Bryan Stefanoni, Contributing Writer_
Horicon Paint Shop gives war memorial a face lift

Wisconsin & Southern Railroad’s Paint Shop Team undertook an unusual project in May 2016. The railroad was approached by U.S. Army Staff Sergeant Tony Overby with a request to have the painting crew refurbish an AH-1 Cobra attack helicopter that stood at the War Memorial in the Town of Merton’s North Lake Freedom Park. Staff Sergeant Overby had learned of the paint shop from a story he found online about their work for Union Pacific painting UP 4141, a locomotive with a special paint scheme that commemorated the presidency of George H. W. Bush. This endeavor was undertaken as a service project by Sebastian Shaw, a local Boy Scout seeking to earn his Eagle Scout rank.

After much discussion and planning, it was decided to dismount the helicopter from its display pylon, move it by truck to Horicon, and place it on a railroad flatcar for movement into the shop. Tim Page, Gerald Tjepkema, Tyler Neesam, and Mike Appenfeldt went to work on “the bird” for about five days, volunteering more than one hundred hours of their time for the project after completing their normal workday in the paint shop. They blasted the old paint off the gunship, applied primer, followed with appropriate olive green paint, and finished the project by applying dozens of vinyl decal markings all over the aircraft. The helicopter was sent back to North Lake and was remounted on its pylon at the War Memorial.

The gunship was rededicated at a ceremony on Memorial Day, May 30, 2016, as the culmination of months of work. Remarks about the history of the memorial, service life of the helicopter (including two combat tours in Vietnam), the importance of civil service, and the remembrance of veterans were made that day by Sebastian, several dignitaries, Sergeant Overby, and WSOR’s Tim Page. The event was well-attended by Boy Scouts, local citizens, and veterans. The Cobra helicopter was resplendent in its new paint and lettering as it reoccupied its place as part of the proud monument to the men and women from the Town of Merton that have served the United States military.

–Andy Laurent, Vice President Marketing & Sales

River Road Terminal begins operations

This spring, Watco acquired the River Road Terminal in Kentucky, in operation on the Ohio River since 1975, which adds a third terminal in the Louisville/Jeffersonville area for Watco and serves to diversify the commodities and industries the company serves.

It’s the latest to be added to the transloading division of Watco, doing business as Watco Terminal and Port Services. That division is now comprised of 55 terminal facilities throughout the U.S.

Terminal Manager Paul Lawson said the River Road facility handles dry bulk commodities and cargo, from salt to fertilizer to coal.

“Some of our biggest Customers are related to agriculture,” he said.

Strategically located within a quarter of a mile from the interstate, the terminal is situated on 1,250 feet of riverfront, with three docks available. Rail access is provided by the RJCC short line which interchanges with the CSX in Louisville and Winchester, Kentucky, and the Norfolk Southern in Lexington, Kentucky.

Five days a week, Lawson and his team of eight move commodities from barge to truck and from truck to barge. Lawson, who has been at the terminal since 1982, said he’s seen the business grow by leaps and bounds.

“We went from a 70,000- to 100,000-ton terminal to a 400,000-ton terminal now,” he said.

That growth is not finished. “We’re continuing to handle the Customer base we have and looking to grow the business,” Lawson said.

Paul Buddeke, who has owned River Road Terminals for more than 40 years, said it will be a great addition to the Watco network.

“I look forward to the value I know the Watco Terminal Team will bring to the terminal’s team and great Customers,” he said.

Nick Coomes, senior vice president of operations, said Watco is pleased to be working with the great Customers at River Road, many of whom also are served by Watco railroads.

“We look forward to continuing to safely create value for them in the terminalizing space,” Coomes said.

–Andra Bryan Stefanoni
Contributing Writer

Houston Ferro Terminal Team celebrates three-year safety anniversary

Congratulations to the Houston Ferro Terminal Team on hitting their three-year injury-free mark! To celebrate the safety anniversary, Terminal Manager, Greg Jackson, set up a catered meal with smoked sausage, ribs, and coleslaw for the team members to enjoy.

Jackson said, “I have one of the best crews around; it’s a small group but we work together well as a team, without that safety wouldn’t be possible.”

Team members at the Houston Ferro Terminal are: David Sparks, Elizabeth Espino, Greg Jackson, JeVar Robertson, Joe Watts, Johnny Rankin, Jonathan Hall, Ramiro Gomez, and Terry Schiska.

Houston Ferro is one of the terminals acquired last spring from Kinder Morgan. A usual day at the terminal includes unloading and transloading railcar shipments, and truck dispatching. Currently the Houston Ferro Team is preparing trucks with packaging to send to Greens Port Industrial Park where they are expected to expand.

–Maddy VanBecelaere
Contributing Writer
Ask a Watco team member who their boss is and you’ll get a variety of responses, but the correct answer is always going to be the Customer. An article found on LinkedIn, the business-oriented social networking site, sounds like just the sort of thing Webb might have written, said Nick Coomes, senior vice president for Watco Transloading.

“He said, ‘Once you trust them, they’re willing to let them do as much as you can.’ Hastings likes to get to know the Customer, too, he noted — it’s never ‘one size fits all.’”

Watco’s Ultimate Boss

Watco's Ultimate Boss. We all have customers, though we call them by different names. Attorneys call them clients. Doctors call them patients. Spokesmen call them spokespersons. It really doesn’t matter what you call them, but it’s important to know that the customer is your boss. Customers have the money and you are there to serve them for a price in order to get them to show they money. Customers decide whether you will survive during the tough times or how much you will flourish during the good times. They also get to tell you whether you are doing your job well, and to complain if you aren’t. You work for the customer, they are the most important entity in your business.

It’s pretty simple: Exceed their expectations as much as possible not just by saying ‘yes,’ but by understanding what their needs are and having them well defined, then making sure that’s communicated with the Customer.

Those needs are unique from Customer to Customer, he noted — it’s never “one size fits all.” Steel, for example, is much different than the sweet potatoes Watco moves on the east coast, or the paper Watco moves in the Southeast.

“Internal processes are different, their personnel, all of it. Some large corporations have many people to handle much, and others are small and lean and require one person to take care of many tasks,” he said.

Alabama: “Reaching out”

Steven Coomes, senior vice president of operations for Watco Transportation in Birmingham, Alabama, said the article caused him to reflect on struggles he’s faced in serving Customers. One of the biggest? Assuming that Watco knows what the Customer wants and needs.

“A lot of the times on the railroad part of it, we work for the same Customer for several years and in different locations, and we have a bad habit of trying to believe we know what the Customer wants long before we have had that conversation with the Customer,” Coomes said. “It’s always an education for us to reach out and have a conversation with the Customer, and not by phone or email, but face to face.”

Coomes said it’s vital to go through their business, take a tour, and figure out exactly what their needs are first-hand.

“And it changes,” he added. “If we pretend we know, we’re not fulfilling our obligation. What we find is that Customers’ needs change with their own Customers’ needs. That could be hourly, daily, or monthly. The biggest mistake we make is we assume they want it the same. Our real job is to be aware of it and make adjustments as necessary.”

With a smile, Coomes likened it to his marriage of 32 years. “My wife used to tell me all the time, ‘Don’t buy me flowers; it’s a waste of money.’ Now, if I don’t buy them, I’m in the doghouse. People change. Situations change. You have to be aware of that.”

Bayway Team celebrates two years injury-free

Congratulations, to the Bayway Team for celebrating their two-year safety anniversary. The team is celebrating this occasion with a barbecue dinner.

Bayway's terminal operations began on June 1, 2014. The facility was designed to discharge one crude oil train a day on forty acres of property for Phillips 66. An average day at Bayway is spent discharging trains. If not, the team will do rail inspections, terminal maintenance, and equipment checks. The team is also responsible for terminal maintenance. Bayway takes great pride in housekeeping which is often complimented by its Customers.

Bayway’s team consists of twelve members with two supervisors and a terminal manager. The majority of members have been there since the facility started up. The team’s attitude is geared towards safety and cleanliness. According to Terminal Manager, Jeff Stebbins, the Bayway team does not only talk about safety but it is shown in how the team operates the facility. In particular, Stebbins mentioned the team’s situational awareness and its constant use of the Brother’s Keeper’s philosophy. Additionally, Bayway’s ability to work as a team has proven successful through its ability to safely off-load trains in six and a half hours, which exceeds the Customer’s expectation of ten hours.

Team members at the Bayway Terminal are: Brent Morrison, Darryl Lovett, David Alvarado, Dwayne Smith, Edward Curry, Jamal Campbell, Javier Pertuz, Jeffery Stebbins, Jeffrey Taylor, Johannes Hanselmann, Joseph Harris, Luis Graca, Stephen Martin, Wesley Edouard, and William Griffin.

Maddy VanBecelaere, Contributing Writer
St. Louis Team has safety down to a T

Congratulations to the St. Louis team on their recent safety anniversary! The team celebrated their anniversary by grilling T-bone steaks with while enjoying each other’s company.

The facility has been opened for thirty years and according to Terminal Manager Ed Diemert, "Customer service is how we got to where we are today. We started out with Do It Best Lumber and they are still our Customer today. We are the biggest transload DC in the Do It Best system.”

Diemert mentioned the variety of materials that the facility has handled throughout the years which includes but is not limited to: dimensional lumber, panel products, copper, zinc inglots, aluminum inglots, drywall, coils (aluminum and steel), piling, rail, frac sand, corn oil, animal bedding, animal feed, and scrap paper. On an average day, the team receives anywhere between one to thirteen railcars to either load or unload. They also load or unload anywhere between five and thirty cars depending on business.

Over the years, the team has been involved in some high profile projects in the St Louis area.

Diemert explained, “We received and delivered one hundred feet H-piling for the new Busch Stadium. Bob Powell and Lyman Brown were the drivers who hauled the one hundred feet piling though the streets of St Louis without incident.” Additionally, the team received H-piling for the new Stan Musial Bridge. According to Diemert, Al Pope had to weld points on to the job without incident.

The team also runs trucks out of the St. Louis facility that haul rail cars of railroad ties going to South Dakota.

Diemert stated, “Our trucks have hauled loads a hundred feet in length and over twelve feet in width. We also do fabrication work daily to continue them. “I do this because I get to be on the field and leads to winning games.”

As a means of motivation, Maxwell cited the importance of teaching fundamentals and respect to the boys, teaching them to say “sir” and “ma’am” be respectful of everyone they encounter.

“Exceptional players need exceptional coaches. Along with improving their throwing arms, Maxwell cites the importance of teaching fundamentals and respect to the boys, teaching them to say “sir” and “ma’am” be respectful of everyone they encounter.

Maxwell said, “It works. Learning about discipline and respect drives their focus and leads to winning games.”

The Watco family loves to celebrate all of its accomplishments, even those of the younger generation. In late May, a Little League team of boys eight and under won the League Championship in Vicksburg, Mississippi, along with their coach Chris Maxwell, Vicksburg Terminal Manager.

They team was sponsored by Napa Auto Parts, through which the Vicksburg Terminal purchases small parts such as batteries and hydraulic hoses.

The tournament was single elimination, and the boys rose to the occasion, even achieving a triple play in the first game of the tournament.

“They came from behind and won it all,” stated Maxwell. The team, including Maxwell’s son Walt, faced the top team in the league and defeated them 18 to 6. The kids really buckled down,” Maxwell explained. “They volunteered to practice Sunday evenings the last two weeks of the season.”

As a means of motivation, Maxwell printed off a picture of the gold championship rings the boys would win if they won the Championship, replicas of the World Series baseball rings. He hung the picture in the dugout during every game with the words “Win it to get it” next to it. The boys would smack the picture every time they came into the dugout.

For Maxwell though, winning was just a bonus to his coaching experience. Having coached for three years, Maxwell said: “I do this because I get to be on the field with my son. I get to watch these kids grow and develop. Half of them couldn’t throw a baseball at the beginning of the season.”

Along with improving their throwing arms, Maxwell cites the importance of teaching fundamentals and respect to the boys, teaching them to say “sir” and “ma’am” be respectful of everyone they encounter.

Maxwell said, “It works. Learning about discipline and respect drives their focus and leads to winning games.”

“They were so excited,” said Maxwell. “They played the best we’d ever seen them, and they were screaming and yelling and jumping up and down. I’m just proud of them.”

-Michaela Kinyon, Contributing Writer
Bronson Paul Burks

Mike and Courtney Burks are proud to announce the birth of their son, Bronson Paul. Bronson was born on April 18, 2016. He weighed 9 lbs., 2 oz., and was 21 3/4 inches long.

Pippa was welcomed home by his big brother and sister, Blaze and Bella.

Courtney is the Customer Service Manager and works out of the Pittsburg, Kansas office.

Joni Mary Elizabeth Lyons

Ben and Bec Lyons are proud to announce the birth of their daughter, Joni Mary Elizabeth. Joni was born on May 13, 2016. She weighed 6 lbs., 6 oz.

Ben is a team member from Western Australia’s Northam Depot.

Births

Pippa Elora Victoria Smith

Christopher and Bianca Smith are proud to announce the birth of a daughter, Pippa, on June 2, 2016. Pippa weighed 10 lbs., 2 oz., and was 21 3/4 inches long.

Pippa was welcomed home by sisters Leah, 6, and River, 5.

Christopher is a Helpdesk Technician at the Pittsburg, Kansas offices.

Joni Mary Elizabeth Lyons

Congratulations to the following team members celebrating their anniversaries!


2 Years: Bryan Adkins, Ashley Allen, Alec Altenhofen, Dustin Andrues, Eddie Atkins, Justin Ayala, Michael Beck, Justin Beeman, Randy Bridger, Bret Burritt, George Cabrera, James Carnes, Joshua Clifton, Chantz Conlin, Robert Curtis, David Dawson, Timothy Demery, Brandon Douglas, Darl Farris, Michael Fields, David Garris, James Gibson, Raoul Gonzalez, Ethan Green, Anthony Hampton, Joseph Harris, Cameron Hawkins, Joey Haynes, Tara Hiatt, Wesley Lambert, Frank Leigh, Jeffrey Linville, Brittany Mays, Brian McCracken, Jacky Miller, Carlton Moody, Joe Navarro, Lawrence Neimoyer, Thomas Nicholson, Joseph Onuskanjky, Kevin Onuskanjky, Broc Parham, Lynda Patterson, Angel Pequeno, Samantha Pierce, Rajendra Ramesh, Kristy Randall, Bridgid Rich, Philip Roberts, Kenneth Sexton, Joshua Smiley, Sheila Stice, Steve Varden, Kevin Waite, James Welch, Bryan Williams, Anthony Wine, David Woody

3 Years: Brent Antle, Christopher Bauder, Alan Beggs, Luis Del Rosario, Brandon Fuselier, Shawn Galens, Yeibi Gutierrez, Calvin Hall, Michael Hanna, Timothy Hassell, Nathan Holmes, Dillon Hopper, Richard Juarez, Jacob Kleckner, Jacob Lipinski, Benjamin Maxey, David McCloud, Aaron Miller, Phillip Raymond, Samuel Reinholtz, William Richardson, Cody Rickman, Dane Rowe, Tyler Rowe, Toni Scroggins, John Stovall, Bryan Waldon, David Wastak, Drew White, Billy Williams, Brian Zimmerman


5 Years: Bryan Barney, John Brown, Reginald Burks, Ed Diemert, Kelly Frazier, Tom Hayes, Douglas Hicks, Casey Irvin, Clifton Law, Jacob McCullough, Thomas McMullan, Travis Phillips, Missy Rains, Leon Steege, Stacy Swinford, Kaleigh Walker

6 Years: Joseph Bristow, Brian Cosby, Joe Fells, Jon Hadley, Matthew Hutcheson, Patrick Kinney, John Leport, Stefan Loeb, Andrew Mitchell, Nathan Shorak, Aaron Smith, Robert Smith, John Worthington

7 Years: Joseph Rabineaux, Ryan Corder, Matthew Jackson, Ed Pajor, Amanda Pequin, Danny Ray, Steven Tucker, Gary Wagenseller

8 Years: Garrett Bolyard, Donta Davis, Carla Ewing, Ty Fuller, Timothy O’Shall

9 Years: Tandi Colibert, David Daniels, Bobby McFadden, Michael Milligan, Travis Thorpe, Jeremiah Williams

10 Years: Francis Benally, Chet Clasen, Kyle Jeschke, Matt Lewis, Jennifer Muckala, Cesar Oglesby, Dianna Peak, Willie Rumpe, Sambo Sam, Kenneth Tober, Jeremy Tyler

11 Years: Antenogenes Barajas, Bruce Christie, Carl Fanello, Dylan Guthrie, Cornelius Jones, Colby Jordan, Bridget Smith, Toby Wampler

12 Years: Robert Bailey, Laura Bolt, Bradley Bowden, Doug Story, Stu Towner

13 Years: Beau Embrey, Royce Price

14 Years: James Mchaffie, Don Rudd, Douglas Tank

15 Years: Brian Arnold, Jeffrey Schroeder, Michael Yon

17 Years: Derek Damesworth, James Dwire, Robert Hasheider, Steven Landis

18 Years: Robert Billings, Scott Rudolph, James Taylor

19 Years: Joseph Bennett, Gregory Johnson

22 Years: Gisele Brown, Harold Cornelius, Raymond Gray

24 Years: Joseph Leport

25 Years: Jeffrey Adams

27 Years: Donald Dowlin

29 Years: Joseph Pichelli

30 Years: David Bierman

31 Years: Jeff VanBuren

33 Years: Mark Blazer

36 Years: Steven Groth
Customer hosts New Mexico safety event

On June 21st, Watco’s Terminal and Port Services Team in Loving, New Mexico, was recognized by their Customer for their commitment to safety. The Customer, EOG, hosted a Safety Celebration in honor of the team’s 18 month safe operating record.

A southwestern barbecue of smoked brisket and ribs, cheesy-baked potato casserole, baked beans, along with an array of pies and cakes for dessert was provided to the team. During the meal, names were drawn for prizes including coolers, gift certificates, and more. There was even a special drawing for a computer tablet and a television – all sponsored by the Customer.

Terminal Manager, David Elizalde stated, “Although our official anniversary is in January, we decided to postpone the big celebration until the summer when it’s warmer and much more pleasant outside. Wintertime in New Mexico is just too cold for a picnic.”

Elizalde added, “It’s been a good year, and we have learned a lot and accomplished a lot. We hit the ground running when we opened the Loving Facility back in January of 2015 – and, in less than a year, we expanded from four tracks to five; which gives us the ability to load over 100 trucks per day. There is even the anticipation of an additional expansion which would more than double our capacity to well over 200 trucks per day. This is an exciting time for us. Best of all, our Customer is very pleased with our progress.”

Elizalde continued, “Our team members are, of course, our greatest asset. We all have the same goal: to load trucks efficiently and effectively – and above all, safely. And we all have the work-ethic to get the job done right. I’m very proud of each and every one of my team members.”

Some people may call it retirement, but for former Kansas & Oklahoma Team Member Tim Dyer, it’s better than any vacation he’s ever had.

Only a few days into his retirement and you could hear the joy in his voice. “This has truly been a delight,” said Dyer. “I wasn’t this relaxed even when I was on my longest vacation. There’s just a completely different feeling knowing that you’re on your own schedule and can do whatever you wish.”

Dyer joined the Army when he was 18 years old and retired for the first time at age 38. Upon his retirement he earned a bachelor’s degree in the computer science field and then moved to Wichita to be near his daughters. The company he originally worked for decided to relocate after he was with them just three short months. Luckily for Watco, Dyer wasn’t ready to pack up just yet, so he joined the Watco team first on the train crew and then in the fleet and car hire area. When the fleet and car hire departments moved to Pittsburg, Dyer opted to remain in Wichita where he has been providing train service ever since.

Dyer and his wife Susan look forward to visiting their three daughters and partaking in the many outdoor activities they love. “We have a camper and plan to take our time and visit as many of the National Parks as we can while we travel to California to visit one of our daughters and her family,” said Dyer. “It will be nice knowing that we can stop by and see anything that catches our eye with no concerns on rushing back.”

Jimmy Patterson, KO general manager, Sherilyn Graham, KO office admin., with retiring team member Tim Dyer.