When Watco purchased Ann Arbor Railroad, we didn’t just get a top-notch short line, we got a piece of history. The Ann Arbor Railroad originally began service in 1878 and at the time ran from Frankfort, Mich., to Toledo, Ohio. The railroad also had a very unique aspect; it owned and operated a car ferry and was the first railroad to provide transportation services across Lake Michigan.

Throughout the years the railroad has been purchased and operated by a few different companies and on October 1, 1977, the Michigan Interstate Railway Company was designated the operator of the line. Car ferry service was discontinued in 1982 and in 1983 Michigan Interstate filed for reorganization. The trustee purchased the portion of the Ann Arbor Railroad between Ann Arbor, Mich., and Toledo, Ohio in September of 1985 and it was then sold to the Ann Arbor Acquisition Corporation in 1988 and has since been operated under that entity prior to its sale to Watco.

The Ann Arbor (AA) consists of 50 miles of mainline track and has direct connections with three Class I railroads and three short lines. It connects with Class I’s: Canadian National, the CSXT, and the Norfolk Southern and short lines Great Lakes Central, Indiana and Ohio and the Wheeling and Lake Erie.

Although the short line may be new to Watco, its team members are not new to putting Customers first. Mitch Becker, Watco’s senior vice president of transportation services, said, “Ann Arbor’s existing focus on Customer service is aligned with Watco’s Customer First Foundation Principles and the mentality of high service expectations is already ingrained in the AA Team.”

The AA has 43 team members who will continue providing service to Customers along the line which is in the middle of an automotive industry corridor. Finished automobiles are processed at AA’s three vehicle distribution facilities in Toledo and serve Customers Chrysler, General Motors and Ford.

In addition to just-in-time automobile parts and finished automobiles, the AA also handles a full range of commodities such as bulk materials (flour, sugar, grain, plastics, sand, cement and recyclables), paper, lumber and petroleum. Ann Arbor joins the Grand Elk Railroad as Watco’s second short line operating in Michigan and its first short line operation in Ohio. Another interesting tie in is that Watco’s mechanical shop in Wood River, Ill., repairs the autoracks used by AA’s major Customers.

Bob Billings, AA general manager, said, “We are extremely excited about joining the Watco family and look forward to a seamless transition. The combination of both companies creates synergies and new opportunities that will benefit our customers as well as our team members. We will continue to focus on providing excellent service to our customers, connecting railroads and the people that we serve.”

Although the Watco Team has warmly welcomed our newest terminal team in Fryburg, North Dakota, Mother Nature hasn’t been so kind. The team’s start-up date of January 22 showed a very chilly temperature of -10 degrees on the thermometer. However, the snow on the ground and icicles on the tank cars didn’t stop our team members from serving our newest Customer, Great Northern Midstream.

Great Northern Midstream (GNM) owns the facility in Fryburg and the Watco Team operates it. The team will be loading unit trains with sweet crude oil on the 18-unit enclosed loading rack. The crude will then be shipped to a variety of destinations depending on how the markets are trending.

GNM contacted Watco in August of 2011 and at a very early stage they began working together to build a state of the art facility.

“With our combined efforts, we expect to load unit trains at least two hours quicker than sites with different designs,” said Phil Penner, senior vice president of WTPS business development.

A Letter from the Vice President of Transportation Safety

Watco’s making strides in developing our 2013 safety culture. Our long term goal is to become the world’s safest and most respected rail service provider with world class safety in our industry and we are making lots of progress on the safety front. Let’s take a minute to think about certain values and understand the importance of them as we go further into 2013.

Integrity to earn the trust of each other is very important to our safety efforts and to our company’s reputation. You could make a case that integrity is obeying the safety rules and not taking shortcuts, even though no one is looking. Integrity requires that when our managers make commitments to team members those commitments are kept so our team members know they can trust their managers/team and are supported. Integrity in fulfilling our obligations with our safety culture, Customers, suppliers and our team these things are essential to maintaining the safety reputation that Watco has in our industry.

Respect for all people with whom we deal means that we have enough respect for our fellow team members to obey the safety rules ourselves and to remind one another about the importance of safety when we see someone taking a shortcut or performing a task in violation of the rules. Demonstrating respect in the way we speak to each other and act towards each other helps create a work environment that even on a very busy day can lend a sense of calmness instead of turmoil. Showing respect to our team and Customers, either by telephone or in person, is an absolute must; we are safety and service providers, they are the reason we are in business. Excellence in all we do is what’s required to constantly raise the bar on safety, Customer Satisfaction, team member satisfaction and ultimately revenue growth and profitability. I truly believe that it starts with each one of us and we are in this together. Everything chases safety and we need to provide all team members with a safe work environment. How do we do it - we need to keep our focus on an unconditional commitment to safety. This includes everybody from the top to the bottom, every single team and team member at Watco.

Safety has credibility and, team, you have the support from our entire company that includes senior leadership.

In closing I want to add I truly believe we are a family, and I would like to personally thank every one of you for supporting our/your team and please continue to work safely!

Thank you for your support and communication lines are open,

Michael Gibson

STAYING SAFE

Safety Team sets 2013 goals at Kansas City Safety Summit

Kansas City is home to the Royals baseball and the Chiefs football teams, but another not-so-famous team found its way to the city of blues and barbecue. Watco’s Safety Team held a five-day safety summit in early January to cover key topics and get the new year off to a safe start.

With a line-up of new faces, the meetings were started with introductions of team members from across the country. A year in review was held discussing last year’s statistics and Michael Gibson, vice president of transportation safety, reviewed the safety vision for 2013.

Each evening group team building exercises were held to unite the group in their goal toward safety. During the days topics covered items such as safety rules, test validations, recertifications for engineers and many other safety related items were covered. A constant theme throughout the summit was truth, honesty and respect and what can be accomplished when the team is united.

Keith Barksdale, assistant vice president of transportation safety, said, “I thought that the Safety Summit was a great success. I believe that it was paramount that we finally broke down some boundaries that had been prevalent before our meeting and came together as a team. Only a continuously unified team can deliver the message to each and every team member consistently. We have to arm ourselves with a consistent message of safety and never take the path of least resistance regarding unsafe work practices. 2013 is a new year and we have to learn from our mistakes and aggressively manage our safety culture and build on our successes. I strongly believe that initiatives we are putting together will change this company.”

Team members who attended the summit were: Barry Karfberg – RSM Central, David Hambrick Switching RSM/Q&A, Geoff Holder-RSM East, Jared Carman-Wisconsin Q&A, Jason Cathey- Incident Reconstruction Specialist, Jason Stutzman-RSM West, John Teglovic-RSM East, Josh McCormack-Wisconsin RSM, Keith Barksdale- AVP of Safety, Michael Gibson-VP of Safety, Michele Howard safety administrative assistant, Paul Gage-RSM Gulf, Pete Tietjen-Gulf Q&A, Richard Thomas-RSM West, Ron Martin-RSM Gulf, Tim Lewis-RSM Central, Todd Johnski-East Region Q&A, Travis Herod-Director of Safety, and, Troy Forbes-West Region Q&A.

Attending and being a part of this year’s safety summit was a great honor. The commitment to safety that each team member demonstrated throughout the safety summit was inspiring. Watco has assembled not only an experienced team to lead safety, but a team with a passion for safety who truly cares for each and every team member they have the honor to meet. I look forward to the success the entire Watco team will make in safety this year. As Mike Gibson continually reminds us - we are in this together and it starts with us and ends with our team members in the field.”

Incidents by Time of Day

Top: Michael Gibson, vice president of transportation safety, presents at the 2013 Safety Summit in Kansas City. Below: The graph shows the percentage of incidents that occur at particular times of the day and when to be extra alert.
Get cookin' with TS&IC Teams

The Twin Falls, Idaho and Pittsburg, Kan., Team Safety and Improvement Committees are joining together to produce a Watco Companies Family Cookbook and they need your help.

Gather up your family’s favorite recipes and send them in using the form below. If you are using a recipe from a pre-printed book be sure to list the source. The deadline for submissions to the cookbook is Monday, March 4 and there are no limits to the number of recipes you can send in.

The cookbooks will be available for purchase in the early part of the second quarter, and will cost $15 per book or $12.00 if you have sent in a recipe for the book. The TS&IC at each location has the opportunity to make money for their location to donate to local charities. For instance, if the TS&IC in Pittsburg sells 10 cookbooks, they will receive the funds from those 10 sales to donate.

Submissions can either be emailed to:
Amanda Brisbin – abrisbin@watcocompanies.com
Or
Nickol Corr – ncorr@watcocompanies.com

If you wish to mail your recipe, send it to:
Amanda Brisbin
Watco Companies
315 West 3rd St
Pittsburg, KS 66762

Intentions are how we distinguish someone we might not trust from someone whose inspiration and influence we receive and accept. Not knowing someone’s intentions can immediately cause us to question their values, goals, and priorities. Competence might be attractive at first, but intentions are what really appeal to or repel us. Therefore, if you want to lead and influence others, you must reveal your intentions. People won’t believe you will do the right thing unless they’re convinced you honestly want to do it.

You could apply this concept to any aspect of life, but it’s very easy to apply to a managerial standpoint. Many managers assume that others will plainly see their positive motives, but it often doesn’t work that way. As a leader and manager, you sometimes have to compromise among the opposing interests of those around you and involved in your work. This obviously creates many opportunities for people to misread your intent.

It’s critical to take the steps necessary to reveal your motives and values, and to open yourself so others can see your true motives. First, talk in necessary detail about your intentions – what are your goals? What are the values and motives that guide your decision? Don’t assume people will just see your intentions, say them outright. Turn it into a discussion. Second, don’t just talk the talk, walk the walk. Be sure that what you’re saying is in alignment with what you’re doing. Third, BE CONSISTENT. The intentions you speak about and practice should be the same from day to day, from team member to team member.

Individuals who trust each other will shift their focus and their energy from watching their own backs to increasing productivity for the company. When our team members are given the trust to perform, they are more likely to become engaged with the company, and more aligned with its mission. In a complete and trusting environment, managers can spend their time setting goals and finding and clearing roadblocks for their team to complete those goals. As Rick Webb has quoted before, “The first responsibility of a leader is to define expectations. The last is to say thank you. In between, the leader is a servant.” Look for Mark Bolinger’s article on Servant Leadership in April’s issue of The Dispatch.

Intentions and character are the foundation of trust. This idea is consistent with Watco’s Customer First Foundation Principles, and I feel comfortable knowing our intentions as a company are clear and sound.

About Ashley:
Ashley Jarvis joined the Watco family part-time in September 2011 as a clerk in the Human Resource department. After obtaining both a management and marketing degree from Pittsburg State University, she came onto the Watco U team full-time as a training administrative assistant, and is excited to advance in her career in HR at Watco.

Ashley also enjoys managing her own small business in portrait photography. Aside from her work, Ashley loves to sing with her friends, and find creative ways to have fun with her four-year-old daughter, Lyric.

---

Flex Card Update

Now that open enrollment is completed, many team members will be receiving their flexible spending cards in the mail in the upcoming weeks. The cards will arrive in unmarked envelopes so be watching for them to arrive.

Also, your flexible spending card does not expire for three years so, for those enrolled, please pay attention to the "Good Thru" date.

For more information you can go to the web site www.myflexonline.com and check your balance, find a list of No Receipt Retailers, order additional cards, request payment and find more useful information regarding your flex card.

For questions regarding flexible spending, contact Power Group at 800-847-0038.
Western Australia Rail hit by unusual storm

January normally means those of us in the U.S. are breaking out our snow boots and winter coats and our counterparts in Australia are putting on their swim suits and heading to the beaches. However, in just the first month of the year, Australia has already been hit with a range of extremes in weather, making swimming last on the list of things to do. The east coast of Australia has been drenched by floods and torrential rains, while at the same time recent bush fires affecting much of the country continue to burn.

On January 15 Watco’s Western Australia Rail (WWAR) team member Terry Doust got to experience the extreme Australian weather firsthand. Doust, a locomotive driver for the Albany Zone, was in for an interesting experience as he sat with the CBH grain train of 40 wagons near Lake Grace. The train was being held in Lake Grace because the track to Wagin had been closed due to excessive heat. Brookfield rules require that without fixed derail, etc., the train cannot be unattended. So while Doust was on train duty, remnants of Cyclone Narelle brought thunderstorms into the area but what also rolled in with the storm was a massive dust cloud limiting visibility to 50 yards.

Doust said, "The wind from the dust storm was causing the locomotive to rock sideways. After thirty minutes a large storm cell came in the southwest of Lake Grace bringing with it strong winds that rapidly pushed the dust storm east of the town."

"There have been no reports of injury or damage at Lake Grace but there was massive damage to the township of Karlgarin. The town is fifty miles north of Lake Grace with a small population of around fifty people. Karlgarin had roofs peeled away from buildings and trees were stripped apart. Power was also lost for approximately two days creating delays to train loading. The CBH grain bulkheads tarpaulin was torn to shreds and scattered among the trees."

Coffeyville repair highlights Servant Leadership

A recent repair to the "Hill Track" in Coffeyville, Kan., showed the theory of Servant Leadership in action. Zach Collingsworth, South Kansas and Oklahoma Railroad (SKOL) roadmaster approached his general manager, Matt Despos, on Monday, January 14, about issues that the team was having with track. This track is used 24 hours a day by SKOL crews and the UP for interchange and is a critical piece of infrastructure for the SKOL.

Depos and Collingsworth put together a plan, rounded up all the numbers, and presented it to the Central Region ‘Team of Bill Richmond, director of operations, Jimmy Horner, regional vice president of operations and Neal Jacobs, Central Region chief engineer. The CRT then worked with Tony Cox, vice president of engineering, to quickly get funding in place as they understood the importance of this track to the daily work the SKOL does.

Contractors were on the property Monday, January 21, to begin replacing just over 900 feet of rail.

The project went as planned and they completed the rail relay on January 25.

The SKOL team communicated with the Customers on the service disruptions, worked with the UP to change the interchange time to keep traffic moving, and secured a daily 10 hour work for the contractor. Everything went perfect with no incidents to report while changing out the rail.

Customers were also excited about this taking place knowing it would benefit them as the SKOL team would be able to provide better, safer service.

"I think this is great demonstration of Servant Leadership. Zach came to our SKOL management team and we asked 'how can we help you’. He had all the details and we worked to assist him to get this project from conception to reality in just one week," said Depos. "Although many projects may not have such a quick turn-around time, this just shows that Watco is serious about Servant Leadership and passing that message to all team members."

ASLRRRA President to retire

Rich Timmons has announced his intention to retire as American Short Line and Regional Railroad Association (ASLRRRA) President effective no later than August 31, 2013. The ASLRRRA is a non-profit trade association that represents the interests of its 450 short line and regional railroad members in federal legislative and regulatory matters. Timmons has served as the Association’s President since 2002. He was previously with Norfolk Southern Railway and, earlier, a career Army officer, having attained the rank of Lieutenant General prior to his military retirement.

The Association has launched a Presidential Search Committee headed by Watco’s Ed McKechnie who serves as ASLRRRA Board Vice-Chair.

"Rich Timmons provided critical leadership for the short line industry at a time when we were coming of age," said McKechnie. "The growth our industry has experienced is due, in no small part, to the steady hand on the tiller that Rich provided in Washington, D.C.

"When he walked into a room, Senators, Congressmen and members of the executive branch were aware that a true American hero was present and his voice was clearly heard and respected.

"We wish him well in his retirement and hope to see him from time to time in Pittsburg, Kansas and other Watco locations."

A complete job description may be found at www.aslrra.org. Letters of interest and resumes must be submitted by March 1, 2013, 12:00 Noon ET, to aslrra.org.  Letters of interest and resumes must be submitted by March 1, 2013, 12:00 Noon ET, to aslrra.org. Letters of interest and resumes must be submitted by March 1, 2013, 12:00 Noon ET, to aslrra.org. Letters of interest and resumes must be submitted by March 1, 2013, 12:00 Noon ET, to aslrra.org.

Scholarships available to Watco daughters and granddaughters

Susan C. Murray was well known in the rail industry for the trade shows she ran and the publications she was involved in. With grace and aptitude, she successfully struck a balance between a full personal life and an often-herculean professional life. In life she mastered equilibrium, something many professional women struggle each day to achieve.

Upon her death, Commonwealth Business Media, Inc. created the Susan C. Murray Memorial Women’s Scholarship Program to celebrate her life and success. It’s available to daughters and granddaughters of rail industry professionals. In this way, as in so many others, Susan’s mentoring touch will live on for many years to come.

All daughters and granddaughters of Watco Team members are eligible to apply for the scholarship. The scholarship provides $1,000 per semester for up to four consecutive years and the application deadline is March 1, 2013.

Applications are available via www.aslrra.org or by contacting Kathy Keeney at kkeeney@ubmglobal-trade.com or 410-788-0376.
The average person would think railcars are simple things but those who work in the railroad industry know this is untrue. Railcars travel past our homes sometimes at high, moderate or low speeds and have little effect on our lives; unless of course, they cause a temporary interruption in traffic. Railcars travel long track miles and vary in size and shape, but most importantly they help build and develop our country’s economy. Watco Companies does this too. It is a company committed to the local, regional, national and international communities it serves. Watco offers learning and job opportunities for students to help prepare them for their future. These learning opportunities could be in Human Resources, Communications, Marketing, Business Development, Operations or other specialized areas. Many students joining the Watco Team are not fully aware of all Watco does and how it achieves these things in the communities it serves. There are jobs where the student may have direct access to the daily operations of the railroad, but for those students who work in the Pittsburg, Kansas office they most likely are not fully aware of all the knowledge and understanding that is important for engineers and conductors to successfully complete a switching job moving railcars. As the Communications Intern, I wanted the opportunity to experience the life of a Watco crew member to see for myself what service Watco offers.

During the long holiday break from Pittsburg State University I took the chance to become just that, a temporary Watco crew member with the Kaw River Railroad in Kansas City, Kansas. I entered Mill Street Yard depot to the sounds of laughter to find three people enjoying one another’s company. I met team members Doug Fleming and Paul Miller and Tim Joyce over my first-ever job briefing where Trainmaster Brad Walker shared special instructions for the day. Afterwards, the switch crew instructed me on the Watco safety briefing and made sure I was outfitted with all the proper safety requirements to board the locomotive. They escorted me to the assigned locomotive unit and we set out to serve our Customers. During our travel time the crew easily returned to their happy selves and shared how and why they do their job. The Watco Customer First Foundation Principles were their first statements which was impressive since I had heard them many times from the Pittsburg office. Since joining the Watco team as a Fall 2012 intern I gained no experience with railcars, communication hand signals and railroad terminology engineers and crew members use on the job. However, over the next two hours observing the crew’s actions I was able to gain the best understanding about the service Watco provides. Each team member brought something special to the table. Tim and Paul demonstrated how hard work will always pay off; they shared how working efficiently by completing their tasks safely and quickly makes a big difference.

Doug, the veteran in the group, shared his wisdom and knowledge throughout the experience and shared, “It’s about being efficient, doing our job well, safely, and ensuring our Customers are satisfied. Safety is the most important because you don’t want to hurt anybody or damage anything.” As I observed how they worked together it was prevalent their knowledge, awareness and enjoyment in what they do is a great value for Watco and the Customers we provide service to.

By Kersee Currier
Communications Intern

Unexpected snow blankets Alabama

The team on the Alabama Southern Railroad had something unusual to deal with this past month - snow. In Tuscaloosa, as well as different parts of the state, the snow accumulated from three to four inches to cover the area in a white winter blanket. Road conditions quickly became hazardous in areas where the snow fell fast and furious and icy roadways led to numerous accidents.

“It started here around 11 a.m. as sleet and soon turned to three plus inches of wet snow and continued for a couple of hours. The crew working in Tuscaloosa yard put their safety shoes on, bundled up and fought the elements,” said Jeff Buck, Alabama Southern trainmaster.

WAMX 3856 drives through an uncommon snow storm in Tuscaloosa, Ala., on the Alabama Southern Railroad.

Members of Watco Terminal and Port Services (WTPS) couldn’t pass up an opportunity to join our good Customers, Pioneer Oil and Rockpile Energy, cooking and serving chili as a fundraiser to benefit the Dickinson, N.D. Volunteer Fire Department.

Rockpile Energy hosted the event, which drew close to 12 entries to compete in the chili cook off, and had over 400 guests attending. Rockpile Energy has close ties to the Dickinson community, with a frac sand terminal there and several employees of Rockpile Energy being from the area.

Pioneer Oil, WTPS’s anchor warehouse tenant in Dore, N.D., was an event sponsor and also participated in the chili cook off. Pioneer provides Ceramic Proppant distribution for Rockpile through the Dore warehouse.

Steve Sheldon, WTPS business development manager, said that the event was a “must do” for us when contacted by Rockpile Energy. “This was a great opportunity to join in a good cause to help the Dickinson Volunteer Fire Department, and stand by our two great Customers to do so. We are also Dickinson, neighbors with our Terminal operations in Fryburg, N.D., …just a few miles west.”

Once WTPS decided to participate, it didn’t take long for Trevor Penner, EHS manager-Tioga, N.D. to offer to cook the chili for the teams entry. Eric Liegland, terminal manager-Fryburg, jumped right in as well with his own recipe.

“I was excited to be part of this inaugural event and to help support the Fire Department that serves the community that most of the Fryburg Team Members live in,” said Liegland. Annalee Hoy, Trevor Penner’s fiancee championed the fundraising efforts, passing the firefighter’s boot through the crowd, garnering much needed donations for the Volunteer Fire Department. Derek Penner, WTPS business development manager, served chili throughout the evening.

Penner said, “It was an excellent chance showcase some of Watco’s foundation principles at the event to some the great Customers and local community. The message was well received by the community because we had a lot of amazing chili to pass out.”

Kaw River Railroad crew members (l-r): Tim Joyce, Doug Fleming and Paul Miller showed intern Kersee Currier the operations of a switch crew.

WTAPS Chili Chefs (l-r): Annalee Hoy, Trevor Penner, EHS manager-Tioga, N.D., Derek Penner, WTPS business development manager, Steve Sheldon, WTPS business development manager, and Eric Liegland, terminal manager, Fryburg, N.D.
Toys for Tots and U.S. Marine Corps Foundation welcome Whistle Stop Tour on the WSOR

Dazzling hundreds of children and adults from all across southern Wisconsin, the Wisconsin & Southern Railroad (WSOR) partnered with the Steam Locomotive Heritage Association, U.S. Marine Corps Toys for Tots Foundation and the University of Wisconsin Athletics to collect unwrapped gifts for the Toys for Tots Foundation. Making a very special appearance was Santa Claus himself who rode into town and all across southern Wisconsin on a train, as part of the 2012 “Whistle-Stop” Toys for Tots Santa Train. Accompanying Santa Claus were other special guests including a number of players from the UW-Madison football team, who recently played in the Rose Bowl in Pasadena, Ca.

The “Whistle-Stop” tour was an opportunity for children of all ages to meet Santa Claus and his elves onboard an historic Milwaukee Road Caboose. All children and adults were asked to bring a new unwrapped gift to donate to underprivileged children throughout Wisconsin as part of the Marine Corps Toys for Tots Foundation.

The 2012 “Whistle-Stop” tour included 20-minute stops in the following Wisconsin communities: Milton, Edgerton, Stoughton, McFarland, Madison and Middleton. At each stop, Santa Claus and the U.S. Marine Corps, greeted everyone and thanked them for all their generosity during this joyous holiday season. And the UW football players kindly helped out in greeting the kids, taking pictures, and loading the unwrapped gifts onto the train.

The 105 Howitzer restored by the Junction City Mechanical Team looks like it just rolled out of the factory.

The mechanical shop in Junction City, Kansas is not normally in the business of restoring weapons but when a unit from Fort Riley, Kan., showed up needing help, they were thrilled at the opportunity.

The 2nd Battalion, 32nd Field Artillery, 4th Infantry Combat Brigade, 1st Infantry Division had been trying to get the 105 Howitzer restored for some time but didn’t have much luck until they knocked on the door of the mechanical shop.

“Everyone at the shop was really excited when they brought the gun in,” said Red Nelly, plant manager. “We have several ex-military team members and they enjoyed working on the Howitzer.”

The team prepped, grit blasted and then painted the gun. Of the three stages though, the team said the most time consuming part was the prep work.

The Howitzer is a towed, general purpose, light field artillery weapon used by U.S. ground forces. It was developed in 1928 and saw extensive use in World War II, Korea and Vietnam. This particular Howitzer has a bit of history behind it. It was the last 105 to fire a round down range in Vietnam for the Army’s Big Red One (1st Infantry Division). The Big Red One is the oldest division in the United States Army. Fort Riley, “Home of the Big Red One”, is known for its excellent training programs.

A dedication ceremony for the Howitzer was held on January 31. During the ceremony the speaker talked about the 1st Infantry Division and gave details on the weapon and what battles it had been through with the unit. The speaker read the plaques that had been placed on the Howitzer and thanked the Mechanical Team several times for the work that they had done for them.

Nelly said, "We support our troops and value all they do for us. This was a great opportunity to show them how much we appreciate all they do. It was an honor and a privilege to help them out."
**February Anniversaries**

Congratulations to the following team members celebrating their anniversaries!


2 Years: Scott Adams, Homero Aguilar, Jacob Barker, Kendrick Bates, Dennis Cain, Keith Cameron, Robert Castellani, Charley Dohle, Johnathon Garrison, Josh Gwylim, Christina Hoard, Richard Hoffman, Sean Jamerson, George McMahon, Christopher Miller, Raymond Moore, Derek Mooy, Scott Reeves, Matthew Reus, Evelyn Salas, Michael Schaffer, Monica Simpson, Kevin Sims, Christopher Smith, Joseph Smith, Sarah Smithmyer, Salvador Tello Madrid, Michael V aughan, William Watts, Willis Whitaker, Kimberly Willenbrecht

3 Years: Robert Currie, Errol Flint, Freeman Harrison, Jeffrey Hilliard, Lissa Jackson, Ronald Land er, Joe Marshall, Rosendo Resendiz, Francisco Rivera, Scott Shorb, Wesley Williams

4 Years: Gerald Carter, Joe Forchione, Jim Gees, Tim Holan, Mark Leicht, Shawn Pool, Ronald Whitewater, Fred Withers

5 Years: Timothy Ainsworth, Audric Brousard, Perry Clark, Ben Coward, Brian Ezzel, Ty Furgason, Erin Livingston, Robert Manley, Federico Mendieta, Joe Patalano, Walter Robinson, Robert Smith

6 Years: Robert Balzer, Rickey Carter, Jeffery Denton, Albert Glenn, Andres Lachino, AJ Mee, Derek Nyman

7 Years: Michael Lewis, Benjamin Martinez, Willie Pierce, Richard Polk, Daniel Reeves, Joseph Reid, Warren Sanderson, John Scheehle, Darrel Thompson, Carla Wilson

8 Years: Michael Berkheimer, Richard Boehler, Douglas Fleming, Matthew Hinojo sa, Charles Houlton, Gregory Lovelace

9 Years: Brian Clark, Terry Gilbert, Michael Janke, George Villa

10 Years: Scott Adams, Tammy Ar buckle, Jason Cox, Michael Dumont, James George, John Glover, Gary Goodwin, David Moody, James Taylor

11 Years: Sara Hanson

12 Years: Gregory Andersen, Serafin Contreas, Robert Cunningham, John Novacek, Kevin Schoenhofer, Robert Stewart

13 Years: James Andrews, Michael Cathorall, John Clark, Russell Huber, Michael Rock, Dale Thomas

14 Years: Kenneth Burnett, Melvin Minnis

16 Years: Jeff Adams, Gilbert Loberg, Debbie Ross, Robert Williams

17 Years: Carl Clausen, John Henderson, Russell Kimball, Michael Manion, Chad Rose, Dale Swenson, Michael Todd, Troy Tracy

19 Years: Michael Berley, Darryl Marshall

20 Years: Filiberto Barri entos, Richard Berkheimer, Fredrick Breth

23 Years: Horace Gilbert

25 Years: John Zini

26 Years: John Everson, Theodis McClain

27 Years: Arthur Bradford, Stephen Chestnut, Robert Eady, Kenneth Joyce, Kerry Lloyd

32 Years: Nathan Cooper, Rickey Eaton

36 Years: Bobbye Russell

42 Years: William Blackwell

---

**Births**

Ryan Edward McCrea

Kellen and Anna McCrea are proud to announce the birth of a son, Ryan Edward. Ryan was born on December 27, 2012 and weighed 8 lbs., 3 oz., and was 21 inches long. Ryan was welcomed home by big sister Ciara who is 18 months old.

Kellen is a conductor for the Wisconsin and Southern Railroad.

---

**Deaths**

David C. Clapper

Former Watco Team member David C. Clapper, 64, Logan Township, died Tuesday, January 8, at Altoona Regional in Altoona, Pa.

He was born in Altoona, son of the late Russell Sr. and Edna (Cashman) Clapper. He married Kathryn Reidy on July 12, 1971, in Cumberland, Md.

Surviving are his wife; two daughters: Heather Goodman (Randy) and Dawn Del-Grosso; three sons: Matthew (Jill), Christopher (Kerry) and Scott; 10 grandchildren; a great-grandson; two sisters: Annabelle (Charles) Fisher and Sandra J. (Daniel) Morrison; three brothers: George M. (Kathy), John R. and Walter W. Sr. (Dorothy M.); his nephew and best friend, Joe Clapper; and his dogs: Maggie and Fawn (the horse).

He was preceded in death by two brothers: Russell and Robert; and a sister, Janet Baker.

David was a graduate of Altoona High School, and he served as a corporal in the U.S. Marine Corps in Vietnam. He was a painter/liner for Watco Mechanical. He enjoyed Mustang cars and was a Little League coach for Logan Township for 13 years.

Funeral services were held Friday, Jan. 11, 2013, at Stanley J. Krish Funeral Home with Pastor Steve Olivieri officiating. Committal was held at Blair Memorial Park, Altoona.

---

**Cornell Mechanical Team celebrates three years injury-free**

If you look for Cornell, Kansas on a map you’re not going to find a city with streets but what you will find is a Watco Mechanical shop. The Cornell (or Pittsburg) shop is in the area that was called Cornell back in the mining days. Mining has since stopped and the population of Cornell dwindled but what is at the location is an injury-free team.

The Cornell Team has now gone more than three years without an injury and they celebrated the event with a chicken dinner from the famous Chicken Mary’s, winner of the Food War’s chicken episode, t-shirts commemorating the event and each team member received a gift card.

The team members at the Cornell mechanical shop have set a good example for the mechanical teams to follow, they have received the Dick Webb Excellence Award since it’s creation two years ago. The award is given to mechanical shops that go the entire year with a record of zero reportable injuries.

The Cornell location originally started out as a rip track (where they repair cars on the track) and now consists of an enclosed shop with an additional canopy shed as well.

Jim Herman, shop manager said, “I’m proud of our team’s accomplishment and their dedication to safety.”
With energy related commodities being the hot ticket for rail shippers it’s common to see unit trains of crude oil, frac sand, and coal rolling down the tracks on a constant basis. Kaw River Railroad (KAW) marketing manager Shellee Currier, collaborated with a group of key players to get a different type of unit train moving down the steel rails out of Kansas City - a unit train of scrap steel. (Unit trains are freight trains carrying numerous cars filled with the same commodity from a single point of origin to one destination.)

Currier worked with Customer Advantage Metals Recycling (AMR), the Kansas City Terminal Railway (KCTL) and the BNSF on the project and, as of January 21, the KAW Team will build a minimum of two unit trains per month of shredded scrap steel for AMR, a subsidiary of Nucor Corporation. The 75 car unit trains are built at the Mill Street Yard and are routed to Nucor Steel’s facility in Hickman, Ark.

Undertaking the task has required that the crew learn how to secure the distributive power process (in this case, two locomotives in front and one in back) and complete Class I unit train air testing.

Currier said, “We owe a special thanks to Bill Richmond, director of operations, Central Region, and Tim Lewis, Central Region safety manager, for the time and efforts they put into training the team to ensure we will be successful with this service in the long run. It is truly a team approach that will make sure we guarantee satisfied customer service with Advantage Metals Recycling, KCT and BNSF.”

Success with this plan allows both the KCT and BNSF to reacquire carloads that were moving via competitive lanes, and opens the door for future opportunities for growth with this commodity.

Joe Weigle, AMR manager of outbound transportation, said, “There was a lot of work involved with John Rakos, AMR chief operating officer, and Shellee Currier working with the BNSF to make this happen. With the Watco/AMR Teams working together making sure all the I’s are dotted and the T’s crossed we just sent the second train on its way 20 minutes ago. This proves we can make anything happen working together.”

Mark McClellan, KAW general manager said, “I want to thank the whole team for their hard work in making the Scrap Unit Train a success. We finished the first train ahead of schedule and set the bar high. I know the expectation for us to deliver this line service will have some challenges but I know we can meet these challenges and continue to do it safely. It goes to show if KAW Team works together as a team there is nothing we can’t accomplish.”

Top: The Scrap Steel Unit Train heading towards 30th street Rosedale Barbecue. Below: KAW engineer and conductor trafficking to terminal final destination for BNSF crew.

Top photo: Trainmaster Brad Walker, and Central Region Safety Manager Tim Lewis, setting the train for distributive power. Bottom photo: Bubba Lundy and Rob Baily, KAW carmen, completing Class I Air Test Brake on the unit train.