

## Letter from the President

It is hard to believe that 5 years have past since our inception of Evergreen Transport, LLC. I have to say that the road to success has not always been easy, but thanks to everyone's work ethic and dedication over the past five years, our expectations have been exceeded.

In these past five years we have accomplished a great deal through everyone's effort and dedication. I personally think 2014 is my most memorable year.

We partnered with U.S. Oil, and completed the first carrier based CNG fueling station in Alabama at the Calera terminal. We are extremely pleased with every facet of this operation, and to date we have pulled over 132,000 GGEs. Also, in 2014 we opened our new facility in Midlothian, Texas. We totally renovated the existing terminal and domiciled 12 bulk units at this facility with 6 additional units on the way. Tracy has performed impeccably as the terminal manager in Midlothian, and we are extremely excited about our future in the Texas market. The new Texas facility and CNG fueling station in Calera is a reflection of successful growth, and through everyone's continued effort we will fortify this growth and success.



David Wildberger, President

We are extremely optimistic about 2015, and we expect that our revenue, fleet, and footprint will continue to grow. I would like to thank everyone at Evergreen for his or her continued dedication and hard work. It has been a privilege working with all of you over the past five years.

I hope all of you and your families had a safe and wonderful Holiday season.

## Mobile Terminal with Manager Rick Mangrum

It's that time of year again when freight starts slowing down. However we are moving freight steadily here in Mobile for this time of year. Compared to last year's revenue per week; this year's freight revenue per week has almost doubled. Our sand loads, flatbeds and dump hauls have picked up for this time of the year due to the weather permitting.

I would like to especially thank our dispatchers Cindy Blalack and Ann Brooks for doing a fantastic job keeping our trucks moving. When they see a slow day coming they both immediately get on the phone and start calling shippers, customers and other terminals. They always manage to find freight even if it's hauling for another terminal. **(It's called thinking outside the box).** They both handle themselves in a professional and courteous manner when speaking to our shipper's, customers and drivers. By having a posi-



Rick Mangrum

tive attitude and keeping a smile when speaking to others in person or on the phone will always increase the chances on getting more freight. All we can offer is an excellent service with a smile.

I want to thank Melvin Etheredge and Elon Hayes for doing an outstanding job on keeping our trucks rolling. Sometimes it does get frustrating when we have a shortage of trucks due to sending them to the dealerships for repairs and we don't get them back in a timely manner.

All of our shop employees have done a good job getting our trucks in and out as quickly as possible so we don't miss any freight; and keeping the drivers happy by keeping them in their assigned trucks. The Mobile terminal hope everyone had a Merry Christmas and wishes everyone a Happy New Year.



Jennifer Huebner

## Jackson Terminal with Manager Jennifer Huebner

The Jackson terminal has been very busy this last quarter. We appreciate PowerSouth and Holcim for all the business! I would like to thank all the drivers for all their hard work in the past few months. We recently added 2

new drivers that we would like to welcome.

Thomas Rew and Glen Day, we are glad to have both of you join our team! I hope everyone had a great Christmas and New Year's! We are excited to see what 2015 will bring.



Tracy Lord

## Midlothian Terminal with Manager Tracy Lord

Happy New Year from all of us here to all of you! Many thanks to Holcim and Lhoist for the opportunity to run for them and allowing us to prove how outstanding our service is. Holcim is projecting an increase in production for 2015 close to 2 million pounds, and with the addition of 6 trucks and trailers in January, we will be in

a great position to increase business and revenue here. With each new month we continue to cement our presence here, and strengthen our reputation in this area! With the holiday's here, everyone please remember there is increased traffic and people about. Drivers should plan for heavier traffic and increased delays.

## Calera & Leeds Terminal with Manager Tim Trivette



Tim Trivette

The fourth quarter of 2014 seems to have come and gone unlike any I have ever been associated with. Regardless of the blur the last quarter seems to have been, it has also been one of the most encouraging I have been a part of. I am extremely proud of everyone at the Calera and Leeds terminals for their efforts and accomplishments during a tough, yet very productive quarter. Every member of each department has stepped up and gone over and

that the Lord bless the Families, Finances, and Future of our drivers. I have found that showing a genuine concern and care for the families, finances, and future of our co-workers will lead to stronger dedication, within a stronger group of people, who are striving to reach stout goals.

Looking back at 2014, I am reminded of Psalms 118:23, "This is the Lord's doing: it is marvelous in our eyes." This past year has had its challenges to say the least. I am proud to say that all of the folks at Calera and Leeds have accepted and excelled at each of 2014's challenges with superiority. We will continue to strive to be better today than we were yesterday, and with His help, be able to look back on 2015 as nothing less than marvelous.

beyond what has been asked and expected of each of them. Lee Colvard has accepted the opportunity to bring a wealth of experience to our night shift operation. We look forward to Lee's day and night shift experience taking our night shift operation to a level that will better service all of our customer base as well as the entire fleet. We are also excited about Donnie Lomas stepping into the role of Day Shift Fleet Manager for our Lime Fleet. We believe both Lee and Donnie will excel in their new roles moving into 2015.

We are also excited about an addition to our Rock Haul fleet. We are now servicing the Alabaster, Al L'Hoist location from the startup phase, and expect this lane to grow as we move forward. We are also looking forward to more opportunities in the upcoming year for our Lime and Cement fleets that will benefit all of our drivers within all of our fleets. We continue to put an emphasis on driver turnover and doing everything in our power to make sure we excel in the area of stabilizing our fleet. I have and will continue to pray daily

## Meet John R. Dykes, Sr.

J.R. was born and raised in Birmingham, AL. He served in the U.S. Army from 1958-1960. From 1960 to 1980, after 20 years of service with the Fire and Rescue Service, he retired.

From 1980 to 1989, he worked for material delivery service. He began working with Evergreen Transportation in 1989.

J.R. has one daughter, Donella and one son, John. He has one granddaughter, Caitlin and one grandson, Chase.

His hobbies are golfing, deep sea fishing, and going to Alabama Football games.

"I call on the best customers in the world, and they make my job very enjoyable."



John Dykes, Sr.



# Christmas at Evergreen



## FUEL REMINDER

Fueling at the Terminal Locations should be first priority.  
All other road fuel purchases are at  
Pilot and Flying J Truck Stops only.

# Meet a Few of the Evergreen Professionals

## Herbert Holder, Maintenance

Herbert has been married for 37 years to Lucy Holder. Herbert enjoys serving the Lord; he is the assistant pastor at Mt. Zion Apostolic Assembly in Evergreen.



**Herbert Holder**

Herbert has been with Evergreen Transportation from the start of the company in 1988 and then continued on with the current company Evergreen Transport LLC. Herbert says, "I have enjoyed working with Evergreen and being around good people." He goes on to say he has worked just about everywhere in the maintenance department from office clerical work, trailer shop, body shop, tire shop, wash rack and even general building maintenance of the terminal.

## Fondell Smith, Professional Truck Driver

Fondell Smith (not pictured) started his trucking career 29 years ago. He has been a dedicated driver for Evergreen for 19

years. Fondell has been married for 20 years. He and his wife are the proud parents of four children and grand parents to five.

He says he enjoys working for Evergreen. He is a loyal driver and has helped out on all fleets when needed. He says he loves the company and the people he works with.

## Ben James, Professional Truck Driver



**Ben James**

In 1984 Ben James started his trucking career driving for Evergreen as an OTR van division driver. After doing that for a little while, he went to the cement division where he has been serving since. He has been a very dedicated driver who takes pride in his work and the company he represents.

In Ben's own words, "Evergreen is a real good company to work for. They fix any problem I have with my truck in a timely manner. If I had to do it all over again, I wouldn't change my decision to work for Evergreen vs. working for another company."

# What Can You Do to Help Prevent Injuries?

- I. Slow down "mentally".
- II. Pay attention to what you are doing.
- III. Always be aware of your surroundings.
- IV. Do not allow yourself to be distracted.
- V. Use the proper personal protection equipment (PPE) when necessary or required.
- VI. Use the proper tools for the job at hand.
- VII. Report unsafe working conditions and/or environments
- VIII. Do not take "short cuts".

IX. If you are unsure, FIND OUT. Ask questions. These all sound pretty simple, right? Then why do you suppose we ignore them every day? Could it be that we think "It will never happen to me"?

No job is worth an injury to our employees. You can significantly affect your own personal safety by developing good work habits.

The nine work habits listed are an excellent start, and they are not that difficult.

**WHAT ARE YOU WAITING ON?**

# You Could Win a Big Screen TV

Evergreen Transport, LLC will be giving one Big Screen TV away for each quarter in 2014.

What can you do to have a chance at this?

- I. You must be a full-time employee.
- II. Will draw for one Big Screen TV after each quarter.
- III. Must have been employed with the company for at least one year prior to the beginning of the quarter for which we will draw for.
- IV. Cannot have an On-The-Job injury within the most recent 12 months for the drawing date.
- V. Must be actively employed and available for work at time of drawing.
- VI. Can only win once per year. (Rolling 12 month period)
- VII. Cannot have any written disciplinary warnings in your file within the most recent 12 months before drawing date.
- VIII. Drawing is open to Drivers, Office, and Shop employees.



**Congratulations, Tim Trivette on the 1st Quarter TV Giveaway**



# Arvin Meritor Brake Experts Offer 10 Tips

The experts at ArvinMeritor Brake offer these 10 tips to improve your brake's performance.

## 1) AUTOMATIC SLACK ADJUSTERS (ASA):

Always troubleshoot brakes when the air chamber stroke exceeds the allowable limits. When you need to replace one automatic slack adjuster, replace all the ASAs on the same axle with components that meet the original spec. Mismatched brands can result in uneven brake wear, unbalanced braking and poor brake performance.

Meritor automatic slack adjusters should not need to be manually adjusted in service to correct excessive push rod stroke. Excessive stroke may be an indication that a problem exists with the foundation brake, ASA, brake actuator or other system components.

Meritor recommends that you troubleshoot the problem, replace suspect components, and confirm correct brake operation before returning the vehicle to service. In the event that a manual adjustment must be made (although not a common practice), a service appointment and full foundation brake, ASA, and other system components inspection should be performed as soon as possible to help ensure the integrity of the overall brake system.

Always use lubricants specified for brakes and ASA.

## 2) CAM BRAKES:

When you service cam brakes, take time to replace all the springs, anchor pins, bushings and rollers. This includes replacing the cam brake return springs each time cam brakes are relined. The return springs are critical to the alignment, the accurate return of the brake away from the drum, and brake adjustment with the ASA. Inspect the entire brake structure for wear, cracks or other damage. Replace damaged parts with new rather than welding or repairing. Lubricate the cam brake assembly as required.

## 3) VALVES:

When you replace the valves in your air brake system, the new valves should have the same crack pressure as those you're replacing. Why? Because replacing a valve with one that has a higher or lower crack pressure than the original valve can result in an unbalanced brake system and unacceptable lining and drum life.

## 4) REPLACEMENT LININGS:

Replace the linings on all four brakes of a tandem axle or at minimum both brakes of a single axle at the same time. Otherwise, you may experience brake balance problems. Plus, not replacing a unit's brake linings at the same time may contribute to uneven wear, reduced lining life, maintenance problems or drum-cracking. Recommendation: replace brakes as an axle set, and do check the lining condition of the other axles.

## 5) DRUMS:

In the brake drum market, there are two basic types: cast and composite, like the Meritor® SteelLite™ X30. They differ in their abilities to absorb and dissipate heat. Using different weight, sizes or types of drums on the same axle could result in unbalanced braking and improper functioning of the automatic slack adjuster. The result will be poor brake performance due to uneven lining and drum wear.

## 6) CAM HEADS:

All may look the same, but cam heads vary from one manufacturer to another. Some are engineered to provide constant lift while others



promise constant torque. Failure to use the proper replacement cam could result in an unbalanced brake system and unacceptable lining and drum life.

## 7) CAM ROLLERS:

Are they properly lubricated? The way to lubricate a cam roller is directly in the web roller pocket and not at the cam to roller contact area. If you do this correctly you'll avoid creating flat spots. These flat spots adversely affect the brake adjustment which may result in premature brake wear or reduced braking performance. The best time to change your cam rollers is when you reline. That will save you both time and money.

## 8) LONG-LIFE BRAKE KITS:

Brake shoes, rollers, camshafts and shoe return springs for long life brakes are specifically designed as a system for optimum brake performance. These components depend on each other to provide brake performance truck operators can depend on. Using non-OEM spec level components for maintenance or to upgrade from standard to long-life brakes could result in unbalanced braking, poor brake performance or decreased lining life.

It's recommended that truck operators use high quality parts to maintain the original system performance, including linings, springs and bushings. When replacing wheel seals, try to use OE-grade seals with proper drivers, and adjust the bearings using appropriate procedures to avoid seal leaks which can damage brake linings.

## 9) AIR MANAGEMENT SYSTEM:

Maintaining dry and clean air supply is important to year-round performance of the air brake system. Regular inspection and check for water and contamination in the system reservoirs is a simple and effective way to keep an eye on the condition. In other words, if oil is observed, identify the source and make repairs as necessary.

Check air compressor operation and governor settings by observing system pressure gauges while the air compressor is in operation and when the governor unloads. Replace air dryer desiccant cartridges and filters on a regular basis and use only OEM-approved service parts. For extra protection, consider converting to a dryer cartridge that incorporates a coalescing filter to capture smaller contamination particles.

## 10) ANTI-LOCK BRAKING SYSTEM (ABS):

Note - roadside inspectors do inspect the ABS warning lamp and dash indicator. If ABS faults are present, use the diagnostic help to identify the root cause of the issue. ABS system lights should not be ignored. ArvinMeritor and Meritor WABCO have comprehensive diagnostic documents available on the web under the category of Literature-On-Demand. It's important to realize that the ABS system provides information that is broadcast on the databus which may be used by engines and electronically-controlled transmissions.

Remember, brakes work as a system. When an original part is replaced by a "will-fit" part, performance of the entire system may be compromised. A will-fitter's parts may offer a lower price initially, but they could cost you more down the road in downtime or reduced performance. So, don't take a chance with a component system as important as your brakes. Replace brake and brake system parts with OEM quality standard parts.



# Lhoist Safety Notes

It is expected that all truck drivers at Lhoist sites continue to tie off, with appropriate fall protection, when accessing the top or bed of trucks. It has been brought to our attention that some drivers are having difficulty tying off to the provided self-retractable lanyard(s). While attaching the retractable lanyard directly to the harness is the best method, an extension lanyard may be used. No extension lanyards greater than 18 inches may be used while tying off. Extension lanyards are solid lanyards that are not equipped with a soft-stop or fall arrestor.

In the event of a fall, extension lanyards longer than 18 inches would allow for the driver to hit the ground before engaging the retractable lanyard. There are to be no exceptions to this request.



Drivers observed violating this request will be reported to their managing companies and banned for a period of time. We expect that this message will be communicated with any drivers that come to a Lhoist site.

Chocking at fall stations: At O'Neal the front tractor tires must be between the in-ground chocks. At Montevallo the rear front set of tractor tires must be in the chocks to line up to the fall station. Signs will be posted at O'Neal's fall stations to communicate the correct position.

Thank you for your attention to these matters.

Carleen Schaefer,  
Supply Chain and Logistics Regional Manager – East  
Lhoist North America

## Safety Notes from ATA Workers Comp Fund

The most common non-fatal injury in the Fund is slips, trips, and falls. Not only truck drivers but shop maintenance technicians are subject to hazards of slips, trips, and falls. Many times technicians are in and out of the cab of tractors they are working on.

Are technicians trained on three point contact? At least 1 hand and 2 feet, or 2 hands and 1 foot in contact with the cab when climbing in or out at all times. At the Fund, we see many injuries that if employees were properly trained accidents would not have happened. Slips, trips, and falls make up over 1/3 of all injury reports.

What can be done to manage the risks of workplace slip, trip, and fall injuries? The design and layout of your work place can prevent this type of accident. Listed below are some precautions to prevent slips, trips, and falls.

- All electrical leads and air hoses supplied from overhead outlets
- No leads or cables running across pedestrian walkways

- Clearly defined walkways and work areas
- Pits covered or fenced when not in use
- Junk and used parts removed from floor and walkways
- Good lighting
- Good housekeeping practiced at all times
- Proper footwear worn at all times
- Oil and other fluid spills cleaned up as soon as possible

Working in a truck shop, there are many hazards that you face each day. Having a shop safety meeting monthly and discussing areas that might cause an injury is a good way to improve safety in your work area. Perform a safety walk-through weekly and correct any issue noted.

Report any hazard or safety issue with your employees or employer immediately. Take the time and make your shop a safe and better place to work.

## Word Search

Safe New Year

Delays

Good Lighting

Used Parts

Safety Rating

Seat Belts

Customers

Blind Spots

Truck Shop

Walkways

Proper Rest

Walking Away

D	N	B	S	R	A	S	O	G	O	D	U	E	T	P
I	A	W	A	C	U	S	T	O	M	E	R	S	S	O
S	S	D	F	N	G	S	U	O	N	G	T	S	E	H
B	T	O	E	S	G	W	T	D	C	W	N	R	R	S
L	L	C	N	L	E	M	A	L	S	O	L	D	R	K
I	E	T	E	D	A	S	S	I	S	S	W	N	E	C
N	B	B	W	A	O	Y	S	G	H	A	T	O	P	U
D	T	A	Y	S	D	E	S	H	T	A	R	E	O	R
S	A	F	E	T	Y	R	A	T	I	N	G	S	R	T
P	E	Y	A	W	A	G	N	I	K	L	A	W	P	P
O	S	L	R	G	T	A	G	N	A	E	P	R	T	W
T	O	L	G	D	S	A	R	G	C	S	S	I	D	S
S	T	R	A	P	D	E	S	U	E	T	W	T	K	T
W	A	L	K	W	A	Y	S	T	A	A	A	W	P	S
O	R	T	O	Y	S	A	S	E	A	L	P	S	P	S

# Six Tax Tips for People Who Owe Taxes

**1) PAY YOUR BILL** – If you can't pay in full, pay as much as you can to reduce penalty and interest fees. You can use a credit card or get a loan.

**2) USE IRS DIRECT PAY** - A safe, easy and free way to pay directly from your bank account. This IRS tool will walk you through the simple steps at the "Pay Your Bill" icon on the IRS home page.

**3) GET A SHORT TERM EXTENSION** – You may qualify if you can pay in full within 120 days. Contact the IRS at 800-829-1040 for help.

**4) APPLY FOR A MONTHLY PAYMENT PLAN** – If you owe less than \$ 50,000 you can apply for an "Online Payment Agreement" at IRS.gov.

**5) CONSIDER AN OFFER IN COMPROMISE (OIC)** – This option lets you settle your tax debt for less than what is owed. You can use the "OIC Pre-Qualifier Tool" to see if you qualify.

**6) CHANGE YOUR WITHHOLDING OR ESTIMATED TAX** – File a new Form W-4. The IRS "Withholding Calculator" at IRS.gov can help.

An additional resource is Publication 594.

## Your Will Trumps Your IRA Beneficiary Form

By Jeanie Ahn, Yahoo Finance

Before Leonard Smith lost his battle with cancer in 2008, he worked with his financial advisors and attorneys to make sure his children received the balance of his retirement funds when he died.

A single mistake, however, thwarted his well-laid plans. Family members realized a year after he died that his IRA beneficiary form was filled out incorrectly. Instead of specifically listing the names of his children along with the percentages designated to each heir, Smith wrote: "To be distributed pursuant to my last will and testament," where the disbursement of funds was spelled out.

But Smith's failure to complete the form correctly invalidated the document, making his surviving spouse the beneficiary by default.

"I had no idea that a will could be trumped by an IRA beneficiary form," Deborah Smith-Marez, 50, Leonard's daughter, told Yahoo Finance.

Smith-Marez and her siblings fought in court to recover the money, but the court awarded the \$400,000 in the IRA to their father's wife, who married Smith two months before he died.

Like Smith-Marez, many Americans are unaware their long-forgotten beneficiary forms can override wills and undermine their loved ones' intentions.

How does this happen? Beneficiary forms are meant to be a straightforward method for heirs to bypass the probate process and receive funds in a timely manner. But sometimes account holders forget they've filled out these forms and fail to update them with major life changes.

Your estate is governed separately from your accounts with beneficiary designations, which include retirement accounts, life insurance policies, bank accounts, certificates of deposit, stocks, annuity contracts, bonds, and mutual funds. So if your last will and testament designates one person as the beneficiary and your IRA designates someone else, the IRA will outrank stipulations in your will.

Unfortunately, there are no automatic reminders to update these forms on a regular basis - the account holder has the responsibility to keep them current and valid.

After losing a loved one, fighting with family over money compounds the emotional toll.

To keep this from happening, follow these five tips from certified estate planner Jean-Ann Dorrell:

- 1) Set aside time at least once a year to update your beneficiary forms. Your beneficiary forms will override your will 99% of the time so it's important to keep these forms up-to-date and make sure your will and your designated beneficiaries on accounts don't contradict each other. You should fill out a new form if you've had a birth, death, marriage, or divorce in your family. If you can't find your beneficiary designation form, ask the financial institution for a new one. If you choose to fill out this form online, make sure to print a hard copy for your files.
- 2) When filling out a beneficiary form, don't forget to designate percentages next to the names of your beneficiaries. You can also write "in equal shares" if you want the assets to be distributed equally. Also know that writing "per stirpes" which is Latin for "bloodline," will make sure that only someone in your bloodline will get your assets.
- 3) If the institution where your money is held changes its name or merges with another bank, fill out a new form. Forms with old institution names may not be valid and the banks won't go out of their way to tell you.
- 4) Keep hard copies of your beneficiary forms, including your "payable on death" forms and your "transfer on death" forms in your emergency file. If all of these forms are in your account online, keep hard copies on hand because computer systems change and the forms might be hard to track down, especially if the bank has merged or changed names.
- 5) Consider hiring a certified estate planner who is licensed in your state. Many financial planners and attorneys who do not specialize in estate planning can make mistakes when filling out forms because of state-specific rules and laws, or just plain lack of experience.

***When is the last time you've updated your financial forms?***



# January, February, March Birthdays

## JANUARY

SHAWN SWEENEY 2  
 DENNISON KIRKLAND, JR. 3  
 ELLON HAYES 4  
 ARTHUR JONES III 5  
 ERIC JOHNSON 6  
 DERRICK JOHNSON 6  
 DOLORES SHAMBURGER 7  
 TEARS RICHARDSON 11  
 SAMMY JACKSON 14  
 JAMES LONGACRE 16  
 DEBORAH KENDRICK 19  
 DARRIEN JOHNSON 20  
 HAROLD KEMP 20  
 DAVID CROW 20

SEAN GILBERT 21  
 BARRY ANDERSON 22  
 GREGORY DIXON 25  
 RANDALL BURNETT 26  
 DARRELL TAYLOR 26  
 WILLIAM TRAYWICK 29

## FEBRUARY

BILLY RICE 2  
 ERIC MILLER 3  
 RAPHAEL PETTIS 7  
 MICHAEL SCOTT 7  
 ARTHUR LEE, JR. 7  
 JAMES JACKSON 7  
 CLARINDA MIXON 8  
 DARRIUS CRAIG 9

HOWARD CARDEN, SR. 9  
 CHARLES HUGHES 19  
 STEVEN JONES 21  
 JONATHAN OLDS 23  
 RODNEY CAMPBELL 23  
 JAMES JONES 24

## MARCH

LEVAR TAYLOR 2  
 MARK LAMBERT 2  
 PHILLIP KEY 3  
 RONALD WOODS, JR. 4  
 WAYNE STALLWORTH 8  
 ROBERT FRALICK 9  
 QUINCY HARVILLE 10  
 JOE JOHNSON 11

ANDREW JOHNSON, JR. 15  
 ROBERT SNIDER 16  
 DARRIUS JACKSON 17  
 BEN POWELL 18  
 MICHAEL JACKSON 19  
 DOUG CLECKLER 20  
 JENNIFER HUEBNER 22  
 GREGORY WHITESIDES 27  
 DEBBIE GRIMES 23  
 CEDRIC MENELEE 24  
 JERRY CARTER 25  
 MARVIN SASHINGTON 27  
 JOHN CARTER 28  
 HENRY NOBLE, JR. 30  
 DANNIE CHILDERS 31

# Anniversaries

## 5 Year

ARNOLD STINSON  
 JOAN B DAVIS  
 SHARON T COOK  
 CHARLES E TALBOT  
 CHARLES E COLVIN  
 BOBBY R COLVIN  
 HERBERT M HOLDER  
 DEBORAH S KENDRICK  
 MELVIN D ETHEREDGE  
 ELLON G HAYES  
 STEPHANIE C DAVIS  
 KEVIN L. BOWMAN  
 RODNEY A. PADGETT  
 DONALD C. HAYES  
 FRANK MILLER III  
 TERESA B. COVIN  
 ELAINE BOOKER  
 JAMES E. AMOS  
 DEBRA B. GRIMES  
 MARVIN B. SASHINGTON  
 JENNIFER H. HUEBNER  
 CYNTHIA D. BLALACK  
 ROBERT R. PHILLIPS  
 JAMES E. ASHBE  
 RUDOLPH J MANGRUM  
 CHARLES TALBOT

CHARLES COLVIN  
 BOBBY COLVIN  
 MELVIN ETHEREDGE  
 CHARLES HUGHES  
 EDDIE BETTIS  
 STEVE TYUS  
 FONDELL SMITH  
 BEN JAMES  
 PHILLIP EGGLE  
 JOHNNY RATLIFF  
 JOE WASHINGTON  
 PAUL HENSON  
 WAYNE STALLWORTH  
 BOB DILLARD  
 JERRY CARTER  
 HOWARD CARDEN, SR.  
 BEN POWELL  
 WILLIE BATCH  
 ERIC HARRIS  
 DANNIE CHILDERS  
 JESSE SULLIVAN  
 JAMES LONGACRE  
 JAMES MCNEIL  
 MICHAEL SCOTT  
 CHRISTOPHER DAVENPORT  
 EDWARD BENSON

EDWARD LANEAUX  
 DAVID CROW  
 RON SCOTT  
 GARY DAGG  
 KEVIN BOWMAN  
 MICHAEL CHRISTIAN  
 GREGORY WILLIAMS  
 OSCAR HARRINGTON  
 RUDOLPH MANGRUM

## 4 Year

MICHAEL MEEHAN  
 JOE JOHNSON  
 EUGENE ROWSER, JR.  
 WESLEY JOINER  
 GARY HOLSOMBACK  
 BRIAN BEARDEN  
**3 Year**  
 JONATHAN C. SANDERS  
 SKIP WOMACK  
 KARLA B. WARD  
 KEITH VARDAMAN  
 CHARLES RINEHART

## 2 Year

BRETT FLYNT  
 BRANDON EVANS  
 JOSEPH HENDERSON

## 1 Year

WILLIAM R. BURNETT  
 ROBERT J. MORRIS  
 DENNIS G. HITT  
 DAVID CALDWELL  
 MORRIS FLETCHER, JR.  
 RODNEY CAMPBELL  
 DAVID LIVINGSTON  
 RANDALL BURNETT  
 ERIC JOHNSON  
 TIMOTHY MINCHEW  
 CUTTER HOLLIS  
 PETER WITHERS  
 WILLIAM HOCUTT  
 LEE PETTWAY, JR.  
 SAMMY JACKSON  
 DENNISON KIRKLAND, JR..  
 ROBERT MORRIS

# Welcome Aboard - October, November, December

GEORGE CAREY  
 HAROLD KEMP  
 STEVEN RAINES  
 THOMAS REW  
 REGINALD BRAZEL  
 CRYSTAL AGUILERA  
 PEGGY BISHOP

CHRISTOPHER STILLINGS  
 DARRIEN JOHNSON  
 SHANNON SALTER  
 BRANDON TOOLE  
 JOHN LYNCH  
 JAMES DAY

TRACEY ATES  
 ERIC MILLER  
 STEVEN JONES  
 JED MCGHAR  
 KEVIN ELLISON  
 CHRISTOPHER WILLIS

MICHAEL CURRENT  
 GREGORY WHITESIDES  
 CHIANTA BIVINS  
 COLBY MCANNALLY  
 ROBERT O PHILLIPS  
 WILLIAM R PEAVY JR