

Letter from the President

On May 28th, Sharon Cook was promoted to Evergreen Transport's Vice-President of Human Resources and Management Performance. We at Evergreen have always strived to promote any employee, male or female, who demonstrates the work ethic, knowledge, and leadership within their department and company. Sharon has demonstrated her ability to meet the challenges presented, and has reflected professionalism and confidence in all of her duties and



David Wildberger, President

responsibilities within her department and company.

Sharon began her transportation career in 1988 after graduating from Auburn University. She has worked at Poole Truck Line as well as Evergreen Transportation, Inc. In January 2010, when Evergreen Transport, LLC was formed Sharon transitioned to the same position as Director of Human Resources.

Sharon's role at Evergreen will be expanded to take full advantage of her talent and capabilities. With all of her merits we feel that Sharon will only enhance making Evergreen Transport the best company possible.

Congratulations Sharon!



Sharon Cook
Vice President of
Human Resources

Mobile Terminal with Manager Ann Brooks

Promotion for Ann Brooks

We would like to announce that Ann Brooks has agreed to accept the terminal manager's job in Mobile. Ann has been with Evergreen and has 20 years of transportation experience. We look for great things from her as she has some big shoes to fill with Rick Mangrum transferring to Calera. Congratulations Ann!

Have you ever noticed as we get older it seems like the years go by faster? It's already six months into 2015 and seems like yesterday we were all watching the New Year's fireworks and sitting around a fire thinking how blessed we are for making it through another year. This time last year Mobile freight was abundant and the weather was beautiful. This year our freight has dropped due to the economy, oil prices declining, and weather saturating the ground. This effects soil stabilization on oil pads for new drilling and con-

tractor's pouring concrete at construction sites for new building erections. We are seeing an increase in freight towards the end of the quarter and expecting it to keep rising.

Our flatbed freight has increased. The majority of our bag cement loads come out of Holcim; however we do load sandblasting sand in super sacks out of Harsco Minerals and Mobile Abrasives. Our end dump freight has increased due to the demand of by-products used for making cement at Holcim; and precast construction at Tindal Prestress Corporation.

I believe if we all strive to maintain our existing freight and seek new; we will have a prosperous year.



Ann Brooks

Calera Terminal Submitted by Ronnie Kent, VP Operations

It has been a roller coaster ride in Calera, as freight is feast or famine. We have been running pretty strong and expect it to continue throughout the next quarter. U.S. Steel is back running and also the rock has increased along with the transfers. Weekends continue to be heavy with freight and when a mill goes down it is all hands on deck. We appreciate the drivers who step up and keep these customers happy. We have had some changes in personnel and with the old/new manager (Rick Mangrum) in place we have complete confidence in his abilities to spur growth in Calera.

Calera Terminal Manager

Rick Mangrum has agreed to manage the Calera terminal. He comes with extensive background in transportation and has driven, dispatched, managed Mobile terminal, and is also one of our bulk salesman. Calera is our largest terminal as far as equipment and revenue and Rick's experience will help to solidify and grow this terminal. Congratulations, Rick!



Ronnie Kent
VP Operations



Rick Mangrum, Manager

Carelessness can cost \$\$

PTO not being shut off after use is very costly. We had an example of such a situation the other day. A driver had been on the back of a yard and had operated his PTO to raise a trailer up. He had previously talked to the shop about truck needing coolant. He brought the truck to the shop, and they were accelerating the engine to 2000 rpms. After about 20 minutes the engine got hot enough for the fan to kick on. Then they found the leak in the heater core. They closed off the heater hose shutoff valve and continue to run the engine to see if there were other leaks. They noticed smoke coming from under the transmission. Got down and notice the hydraulic pump was smoking. Shut the engine off and found the PTO still engaged. Ask driver why, and his reply was he had just forgotten to shut it off.

This one slip of not paying attention to detail and not following procedure cost the company \$1160.41 for the repair. Had this happened on the road, the cost could have been considerably higher.

The lesson here is shut your PTO off when you are through with pumping off, dumping, etc. before you move that truck.



Rick Mangrum Welcomes First Grandchild

Rick Mangrum, the new Calera Terminal Manager, welcomes his first grandchild on June 25, 2015 at 8:23 pm.

The 6 lb. baby boy is 19.5 long.

His name is Kai L. Pickett. Congratulations, Rick and family.

Leeds Terminal with Manager Joe Delk

One quarter in the books and it's been fast and furious! Other than a few rain delays we have had the business to support the fleet here in Leeds. We are in need of more drivers to better support for our customers and hope to add a few from applications in the process soon. I would like to thank Calera for all the support as well as Mrs. Sharon and Mr. Ronnie

for their guidance over this past quarter.

Skip, Pete, and Charlie stay on top of our maintenance needs as well as keeping a clean house. Thanks guys.

I pray that business continues to grow and we successfully service our customers.

Thanks from the Leeds team!



Joe Delk

Jackson Terminal with Manager Jennifer Huebner



Jennifer Huebner

As we are getting into the summer months, our freight is really picking up. We are striving to give nothing less than 100% service to our customers.

Mike Walley took the position of shop manager a little over 3 months ago, and I am pleased to say that he is doing an outstanding job. Mike has built a good working relation-

ship with the drivers. He and Marvin Sashington have both been working hard to keep our equipment well maintained.

Drivers when you are in the area stop by the Jackson Terminal and say hello to us.

The Jackson Staff wish you and your family a happy Summer.

Midlothian with Manager Tracy Lord



Tracy Lord

With the start of summer comes the storms. We've had more than our share of rains and flooding here in Texas. It's been challenging to keep drivers running at both our Midlothian and New Braunfels locations. We continue to reach out to our customers for any needs they have.

I have no doubt that as the weather continues to improve we will be able to continue to grow and build our relationship with our customers and our community!

I want to thank everyone for a great first year here in Texas. All of us believe in the



opportunity's available in this area, and look forward to an ever bigger and better year!

Word Search

S	C	O	I	Y	S	C	R	O	E	M	A	W	O	L	O
T	A	R	E	R	Q	T	O	D	T	E	T	O	N	T	E
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Collision
Blind Spots
Safety Equipment
Safe Way
Motorists
Tools
Unsafe Conditions
Swing Wide
Safety Rules
Attitude
Slow Down
Mirrors

Elements of Successful Preventive Maintenance (PM) Program

Preventive maintenance (PM) is the key to any successful maintenance program for commercial motor vehicles. Through preventive maintenance, vehicles are inspected, repaired, and maintained in such a way that defects are prevented from surfacing in the first place, before a violation or accident can occur.

If vehicles are only brought into the shop when they need something, the program is not preventive, it is reactionary. The problem with reactionary maintenance programs is that they are based on failure, i.e., you notice something has failed and you fix it. This type of maintenance program is destined to lead to down-time and the resulting costs of idle equipment.

A preventive maintenance program, on the other hand, brings vehicles in for inspection and maintenance on a schedule, and repairs any items that are at, or even approaching, an established cut-off point. This allows you to make repairs on your schedule, prevent violations and accidents, and keep the vehicles rolling.

Preventive maintenance is also an attitude, a commitment. It means being constantly on the lookout for things that might go wrong. It means getting the best, most cost-effective equipment for the truck and then taking care of it. This is much like preventive medicine that stresses good eating habits and regular exercise as a continuing prescription for good health and long life.

The PM philosophy is widely used, not only because it reflects a modern attitude of conservation — of using assets wisely — but because it saves money. No one can argue with the bottom line. As PM takes hold, the standard of excellence for a maintenance shop changes from getting the fastest repairs to getting the fewest repairs.

Note that the federal regulations require a “systematic” inspection, repair, and maintenance program, but they leave the details up to you.

PM schedules

The actual maintenance portion of PM is composed of scheduled and standardized inspections and maintenance. This is sometimes referred to as the vehicles’ “scheduled service,” or simply “service.” PM services are commonly designated as A, B, C, D, etc. As you move down the alphabet from A to B and so on, the PM service (and time required) increases in complexity.

PM A service is also known as a “maintenance check-out” or “safety inspection” and generally consists of a safety check and lubrication as well as checks of key components such as brakes, lights, tire condition and inflation, and fluids. It also includes checking and adjusting high-wear components. The normal interval for “A” service is between 1,500 and 2,500 miles on light vehicles, and between 5,000 and 10,000 miles on medium- and heavy-duty vehicles.

Typically, these PM As are scheduled at half of the oil change interval of the vehicle.

Note: Some companies use an “inspection lane” and per-



Chuck Talbot
Director of Maintenance

form an “A” service every time the vehicle returns to the maintenance facility.

PM Bs normally include all PM A items, and also include an oil and filter change as well as more in-depth checks of the engine and driveline. The normal interval for “B” service is 3,000 to 5,000 for light-duty vehicles and 10,000 to 20,000 for medium- and heavy duty vehicles. A PM B should also include a download of the ECM and action on any trouble codes or problems reported by the ECM (if applicable).

PM C service calls for both PM A and PM B service and more extensive service (i.e. alignment, scheduled component replacement, DOT annual inspection, and other scheduled engine and driveline component inspection or replacement. Normally, “C” services are scheduled annually. To make sure they’re done in a timely manner, it’s not unusual for carriers to schedule them at an 11-month interval.

PM D service is either a scheduled rebuild or replacement of a major component (e.g., engine, transmission, axle) or a “special” service. Examples of “special service” are seasonal service (winterization or summerization) and scheduled upgrade services. Scheduling of D services varies by company. The “D” designation may or may not be used, depending on the company.

Companies continue the lettering system based on their needs. Some companies go as far as PM L.

Trailer inspections

It’s important to remember to establish a PM schedule for trailers as well as power units. Trailers should be subject to the same PM program as trucks. Typical preventive maintenance scheduling for a trailer is:

T1 or TA services are scheduled every 3 months. This PM service includes an inspection and lubrication, including a check of (at a minimum) the lights, tires, brakes, coupling devices, safety equipment, and any other “systems” (refrigeration unit, sliding axles, etc.).

T2 or TB PMs are scheduled every six months. This PM service includes all the items of a T1 and a more in-depth inspection, as well as additional maintenance (pulling off hubcaps to check grease condition, retorquing lugs, etc.).

T3 or TC services are normally scheduled annually. These include all the inspection and maintenance included in a T1 and T2 service, along with more extensive maintenance such as an alignment or complete brake overhaul. Some carriers will also perform the periodic (annual) inspection required under §396.17 as part of the Type T3 service.

Don’t forget the auxiliaries! Auxiliary power units (APUs), refrigeration units, wet kits, hydraulic pony engines, and idle reduction equipment all need to undergo the same scheduling process as the vehicles and trailers. The maintenance scheduling for these units can be rolled into the vehicle they are associated with. Examples would be servicing the wet kit on a vehicle each time the vehicle is serviced and servicing an APU as part of an annual inspection.

Workplace Safety - Shop Safety

When someone is injured on the job, usually we question how did it happen? Accidents just don't happen, they are caused. Most accidents are caused by workers not paying attention, not using the proper safety equipment, or taking short cuts to speed up the job task. Fatalities have occurred this year because of these safety issues were not heeded.

Below are a few general safety rules:

- Learn to do your job the safe way.
- Use the right tool for the job
- Be sure your tools are in good shape
- Wear your safety equipment
- Keep work areas clean and organized
- Treat all electrical wires as being live
- Report unsafe conditions
- Report all accidents or near misses
- Maintain safe working conditions for yourself and others around you



Working in a safe manner is the responsibility of all employees. When you think of safety, a lot of it is just good common sense.

You might get away with doing something unsafe once, twice, or three times before it catches up to you or one of your co-workers, and someone ends up getting injured.

You might want to ask yourself, how can I do this task safer?

Safety is an attitude.

If you don't have a good safety attitude, someone is more likely to get hurt.



Chris Hall
Safety Manager

Driver Safety - Trucking Facts

- ★ One out of eight traffic fatalities results from a collision involving a large truck.
- ★ Thirty five percent of all car and truck fatalities occur in the blind spots around the truck.
- ★ Seventy percent of the crashes in the blind spots are initiated by the driver of the car.
- ★ Most car drivers don't realize that if they can't see the truck mirrors in front of them, that the truck driver cannot see their vehicle.
- ★ Most car drivers do not realize that large trucks must swing wide on right hand turns and are likely to move into the truck driver's blind spot and cause a collision.
- ★ Most car drivers do not understand that large trucks require a longer stopping distance, and sometimes move in front of trucks when approaching an intersection during the stopping process.

- ★ Most car drivers do not realize there is a blind spot directly in front of large trucks and sometimes pass and cut in too soon and slow down, which has caused for many rear-end collisions.
- ★ Many crashes could be avoided if motorists knew about the limitations of large trucks and steer clear of unsafe situations when driving around large trucks.

The trucking facts above are not new to most truck drivers. The purpose of the article is to remind you that you have to be a defensive driver every day, and know that the average car driver has no clue about how to drive safely around your truck.

Knowing your blind spots and always scanning your mirrors will help prevent an accident. Always anticipate what the other driver will do and take defensive actions.

Remember to drive defensively and stay alert to changes around and in front of you.

WORK SAFE
WORK SMART



Labor Day is the first Monday in September!
We hope everyone enjoys the rest of the summer as Labor Day kicks off the "Fall" season.
Everyone, Be Safe!

Meet a Few of the Evergreen Professionals

Ed Huff

I began my career in transportation as an inside sales representative for a national truck-load carrier in 1986 and have made it my career.

Since this time I have held several executive sales positions from a national sales manager thru president. I have gained knowledge in my career path with modes of transportation such as: LTL, air temperature control, flatbed, Removal able Gooseneck Trailers, and logistics, warehousing and most recently bulk. Being self-motivated I am driven to help clients solve their transportation needs through company strengths as this is a real passion of mine and every customers needs presents its own unique challenges making my job fun and exciting.

Teaming up with retired Army brigadier general Charles H. Edmiston in the early 1990's afforded me a new portfolio of freight into my sales realm. Government agencies along with government vendors has complimented and created new personal sales verticals.

I choose to stay in this ever changing career field as it is not only rewarding, but have lifelong friendships and partnerships and are created and maintained. Clients whether commercial or government rely on expertise, truth and integrity.

I have two boys Jackson, is (21) and Spencer is (9) whom I dearly love and enjoy spending time with. I serve on the praise and worship team for my church Boundless Grace Baptist in Rogers, Arkansas. I enjoy volunteering and have served for Special Olympic events as well as an ambassador for promise keepers Headquarters in Denver, Colorado.

I am an avid Oklahoma Sooner college football fan and enjoy hunting, fishing, boating, golfing and spending time with friends.



Ed Huff

Ben Powell

Ben Powell lives in Wagarville, Alabama. He started driving for Bradford Trucking in 1989, later joining Evergreen Transportation in 2000.

Ben continued on with Evergreen Transport and considers the Jackson Terminal location his home terminal.



Ben Powell

Joe Washington

I am a born-again Christian who has worked for Walter Poole since 1979. Through Poole's training and teachings I am able to share with the younger drivers how to save fuel and unload the product in an efficient manner. I am married to my best friend, lover and mother of my children for 40 years. I believe in good work ethics, meaning you dress the part of a professional driver, your appearance is together, and you are punctual with that company's product.

My mother taught me a long time ago "don't grow old on a job, meaning because you are a good worker doesn't mean the company won't fire you." My daily motto is: Keep God first; when you pull out that terminal you're driving for everyone on that road; and my wife is looking for me home later.



Joe Washington

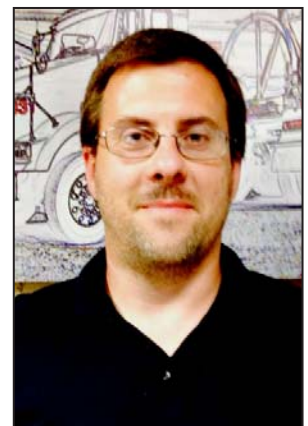
Kevin Bowman

I began my career with Evergreen Transportation, Inc. on August 8th 1999 at the Cantonment terminal.

I worked in the parts department where I was responsible for distributing and reordering parts. I also performed other tasks such as time cards, weekly fuel report, creating work orders, and entering invoices into the computer. In 2002, I transferred to the Evergreen terminal as warranty administrator/parts assistant.

In 2003, I moved to IT administrator and parts manager where I currently provide technical support for all six company locations and manage the Evergreen parts department.

I am married to my wife Megan of seven years. Together we have five children.



Kevin Bowman

Stephanie Davis

Stephanie started with Evergreen Transportation Inc. June 1999 in the billing department and moved to Accounts Payable in July 2004 and stayed there through 2010. When Evergreen Transport LLC began in 2010, she continues to work in Accounts Payable.



Stephanie Davis

A Tribute to Herb Harmer

Born in June 15, 1953 in Taylor, Pennsylvania and was raised in Binghamton, New York, Herb Harmer died June 3, 2015 in Cantonment, Florida.

Herb married Debbie Lenga on November 26, 1977. They have four children, Tracy Lorenc, Daniel Harmer, and twins Richard and Steven Harmer married to Mary Robinson-Harmer. He has four grandchildren, Casey Lorenc, Katherine Robinson, Sara Robinson-Harmer, and Cameron Harmer. He also has two, soon to be step-grandchildren, Brooklyn and Canaan Smith as Richard is engaged to Lori Smith. Herb has one sister Sue Bishop.

Herb started driving a truck with a snow plow in NY. Later he came to work for Poole Trucklines and then he started to work for Evergreen Transportation and then came to work for Evergreen Transport LLC.

I remember when Herb came to work for Evergreen Transportation. Tony Weaver and I were bad about hanging nicknames on all of the drivers. The minute we met Herb we called him Charlie Manson. Here was this big guy with a long beard and hair and it fit. Later I started calling him

Hippy Herb, or Herbie Hancock and of course Charlie Manson. After Herb started I realized very quickly that he was a gem. He never complained about his dispatch, kept his truck immaculate, and was always willing to help with any problem. He was one of our favorite drivers and later as he progressed with the company and I moved to Cantonment Terminal manager we became friends. Herb made himself available to help and learn various aspects of our operation. He helped with the shuttle, garbage, chip run, and the container freight. He was a great asset to the company I quickly learned to rely on his opinion, help, and just counsel.

One of the funny happenings while he was helping on the shuttle, was during that time, outside carriers would pick up their paperwork in mailboxes we had lined up. The rule was to not block access to the mailboxes, as the shuttle drivers were constantly dropping off bills. One particular day, a driver from another company was blocking the drive and Herb just happen to pull up behind this driver and honked his horn for him to move on. The driver gave Herb one of those single finger waves and never looked in his mirror. Herb set his brakes and was just going to ask



the driver to move and explain why they did not need to block the mailboxes. As soon as Herb stepped down from the truck, the driver saw this big hairy Charlie Manson looking driver getting down, and he put his truck in gear and left at a rather quick pace. We all were laughing and just knowing Herb as just a big soft-hearted lovable guy, frightening this person, was totally out of character.

When we opened Evergreen Transport, Herb moved into the Ascend fleet. Just as everything else he did, he learned how to handle the different products we moved for them. The customers learned he was going to deliver the

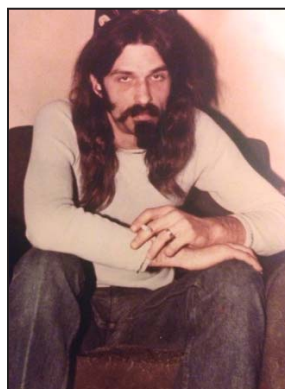
product safely and in good shape. If he had a problem he usually got it handled in a professional way, and the customer was always happy and grateful. Herb was one of those drivers who when he broke down or had an issue with his truck or trailer, could 90% of the time fix it. There is no telling how many times he took the initiative to repair a trailer or truck without disturbing anyone. Also, if he called with a problem then you could trust his appraisal of the situation. He stayed on top of his services and any paperwork needed for the truck he was quick to call and get this handled. Due to this he was rarely held up on deliveries.

He loved watching NASCAR races and enjoyed going to Talladega to watch the races there. He loved to cook not just grilling out but also in the kitchen. He took pride on his vegetable garden and also very proud of his rose bushes. He also, loved his pets and every time he got a new one was showing pictures of them and talking about them. His favorite of all things was to have his kids, grandkids, and friends over cooking out and just hanging around visiting.

We discussed everything from childhood, family, and work. He loved his family and the time he could spend with them, and was very quick to brag on his children and later his grandchildren. Herb was a very kind hearted and compassionate man and he was proud of his profession and it showed in the way he handled himself.

We all will miss Herb and would like to express our deep sorrow and sympathy to Deb, family and friends. Herb will always be in our hearts and memories.

Submitted by Ronnie Kent



July, August, September Birthdays

JULY

BARRYHARRELL	1
NATHANIEL WILDER III	2
GARY WINGARD	3
WESLEY JOINER	4
KEYAIRA PARKER	6
GRADY CHAMBERS, JR	9
HERCIAL COLVARD	9
KEVIN LACEY	9
JAMES MCNEIL	10
JOHNNY RATLIFF	12
MICHAEL PARTRIDGE	13
WILLIAM HOCUTT	15
ANDREW MASON	15
ROBERT DIXON	17
RAYMOND MORAN	17
AARON WRIGHT	17
GREGORY WILLIAMS	19
TIMOTHY MARTIN	20
FRANK MILLER III	23
BRIAN BEARDEN	25
TERESA COVIN	25
BRIAN BEARDEN	25
FONDELL SMITH	26
EDWARD LANEAUX	27

AUGUST

DUSTIN WHITE	1
KYLE DAUGHERTY	2
RUDOLPH MANGRUM	4
CHADWICK SPARKS	4
RICK MANGRUM	4
MARK WALKER	5
MORRIS FLETCHER JR	5
ISAAC HOLCOMBE	7
SETH ROSSON	13
JAMES ORR	14
JANATHAN SANDERS	15
CHARLES HARLAN	18
HERBERT HOLDER	19
CHRISTOPHER DAVENPORT	20
CHRIS HALL	20
MICHAEL INABINETT	23
ALISIA PHILLIPS	23
RANDOLPH KINSEY	24
GEORGE GRAY SR	27
CHARLES TALBOT	27
CAROL LUCK	27
WESLEY OLIVER	27
CHUCK TALBOT	27
CAROL LUCK	27
JESSE SULLIVAN	29
JED MCGHAR	31
DAVID SCHROTH	31

SEPTEMBER

JOHNNY NOLIN	2
MILTON BROWN	3
ZACHARY DENTON	4
DAVID HARRIS	6
BARRY SHATTUCK	6
WILLIAM PERRY	9
BEN JAMES	10
BOBBY COLVIN	10
MARTIN HOLLEY-SMITH	10
BOBBY COLVIN	10
RICHARD COOLEY	11
JOE DELK	11
ARNOLD STINSON	12
APRIL LOCKHART	13
EDDIE BETTIS	16
JOAN DAVIS	17
JONATHAN MORELAND	17
DANYALL GIVAN	19
ANTHONY PURNELL	19
TERRY TRAVIS	21
RICKY CARPENTER	21
REX VAIL	22
MICHAEL CURRENT	24
LINDA CARSON	25
MAX CHILDS	26
JAMES CALLOWAY	26
PHILLIP RACHELS	29
JEFFERY SMITHERMAN	29
REGGINALD SEALS	29
CHRISTOPHER RHEA	29
MATT STANFORD	29

Anniversaries

5 Year

MICHAEL INABINETT
LUKAS PLOCHARCZYK

4 Year

JAMES CALLOWAY
RANDY COX
WILLIE MAY
MATT STANFORD
ISAAC HOLCOMBE
KIM HARDIN

3 Year

TERRY MORAN
MARK WALKER
MILTON BROWN
REGINALD PREYER
STEVEN PATE
HENRY JONES
JULIUS JAMES.

2 Year

TUNG MAI
TEARS RICHARDSON
WILLIE GODWIN, JR.
VICTOR TAYLOR
WENDELL SCOTT
WILLIAM TRAYWICK
JOHN CARTER
SETH ROSSON
ARTHUR JONES, III
RONALD WOODS, JR.
VINCENT KING

1 Year

BARRY HARRELL
JAMES JACKSON
QUINCY HARVILL
ANTWAN MITCHELL
RICHARD COOLEY
LEON WILSON
BILLY RICE
STEPHEN LUCK
APRIL LOCKHART
BERNARD MORGAN
WILLIE DURGAN
CHRIS HALL
BILLY RICE
SHAKEIL JACKSON

Welcome Aboard - April, May, and June

KELSIERICH
ANTHONY PURNELL
KEYAIRA PARKER
WILLIAM MITCHELL
MICHAEL HONIOUS
ZACHARY DENTON
DANYALL GIVAN
TERRY TRAVIS

REX VAIL
STEPHEN BROWN
CHRISTOPHER HOLLAND
CHADWICK SPARKS
KYLE DAUGHERTY
CHARLES COLEMAN
DAVID HARRIS
CLELL HUFF

JERMAINE TATE
CORNELIUS PARKER
AARONWRIGHT
CHRISTOPHER RHEA
REGGIE RAY
HOLLIS SUTTON
STEVEN MORRIS
MICHAEL McCASLINE

MAE LONDON
RUFUS RASCO
TARVOUS FRANKS
MAC BOYD
PEDRO GONZALES