

Letter from the President

"Life has its Challenges," would be my theme song for 2018 thus far. As many of you know, I fell off of a ladder two days after Christmas. I was only five feet high on the ladder, and was simply taking Christmas decorations down over my front door. In my haste to get my "chores" done, I grabbed a lightweight ladder, and stationed it on my front door decorative rubber mat. After I climbed to the fifth step I was trying to turn my back to the ladder steps with the ladder becoming unbalanced, and the fall began. The crucial issue was that my leg was caught in the steps of the ladder on the way down. Unfortunately, all my weight was on my left leg before I touched the ground causing my tibia to snap. In fact, after I landed, my wife had to take my leg out of the ladder as I lay on the front porch.

Fast forward to six months later: I have now had two surgeries, and I will be having a third in mid-July. The first surgery was to have an external fixator connected to my leg to stabilize the bone while the swelling went down. After two weeks, I then had my "Major" surgery. I had two main breaks and 30 fractures in my left leg. (Tibia area below the knee) The Dr. put in a titanium rod, titanium knee plate, and 10 screws. After a non-weight bearing four weeks I was allowed to slowly begin rehab.

After many weeks, my swelling did not decrease, and I had unbearable pain in my foot. The Dr. then ordered a CT scan on my foot. It's hard to believe, but apparently I also broke a bone in my foot during the fall which went undetected in the Emergency Room!

So, here I am six months later and facing surgery on my foot. I won't go into the details of what is going to happen. However, I will be "non-weight bearing" for another 6-8 weeks. These past six months have been painful, frustrating, depressing, and quite humbling! I know that I am definitely not ready to retire! I have been working from home (and a few tries at the Mobile office), for all of 2018 thus far. I miss my normal work routine more than I can say. Between my Doctor's appointments and rehab, my work hours are from my couch or bed with my leg fully elevated to control the swelling. Thank goodness we live in an age that technology allows me to remain engaged and work from home.

However, I could not have made it through these past six months without the unconditional support from my col-

leagues! I would like to thank all of you personally for your concern, and your dedication to our company! You have worked diligently during my physical absence, and it is truly humbling to know what a great (not to mention professional) group of colleagues that I am blessed to work with.

Just a few quick business thoughts: We continue to have a driver shortage and retention issues, just like the rest of the industry. We are trying to address as many ideas as possible. We believe in our company's solid benefit packages, and that our company offers a great work environment. Our current employees and executives are knowledgeable and experienced with some having over 30 years of seniority with the company.

In 2018, I think we all could do a better job explaining to our drivers that they will have home time almost every night. The terminal managers and dispatchers try to balance weekend work between the drivers as much as possible so drivers can have personal time on weekends. I do realize this cannot always be the case when work is available on weekends, but they make an effort to take volunteers if possible. Also, we need to remind our potential and current drivers they receive an increase in pay each time Evergreen receives a rate increase, because they are paid on percentages rather than per mile. These increases happen annually and in some cases semi-annually.

Let's all continue to remain energetic and steadfast to inform the new hires as well as our current drivers that they will and are greatly appreciated and valued.

In the early stages of the 4th quarter Chuck, Linda, Ronnie, and I am working to add new equipment to our fleet for replenishment and new business. I will expand on this discussion in our next newsletter.



David Wildberger, President

Mobile Terminal News with Manager Ann Brooks



Ann Brooks

I would like to welcome our new Dispatcher, Chris Stillings. He will be handling our cement fleet for Mobile. Chris has been employed with our company for almost 4 years as a driver. He is married and has three children.

Jessica Bates joins the Mobile terminal as dis-

patcher. She has over 4 years' experience in trucking and worked prior to that with Ward International. She also fosters animals and has numerous dogs, cats and a hedgehog. We are excited that she has joined our ranks.

Also welcome Tim Watkins as a mechanic, Michael Pate our 2nd shift tire person and Blake Polk our 2nd shift mechanic.

We have had a busy winter season and hope it continue throughout the remainder of 2018.

I want each and every employee to know I appreciate your efforts and hard work. It takes working together as a team. So keep up the Good Work!

Welcome New Mobile Terminal Manager

I have over 22 years of experience within the trucking industry covering many different positions including Driver, Shuttle Supervisor, Trainer, and Dispatcher.

I came on with Evergreen Transportation in the fall of 1999 as a Shuttle Driver at the Cantonment, Florida terminal. Working earnestly, I was promoted to Shuttle Supervisor as well as Intermodal Container Dispatcher. I enjoyed the work and people, so I stayed until the closure of the Van division in 2008.

In 2010, after the emergence of Evergreen Transport LLC, I rejoined the company as an OTR Driver on the Ascend account. I am excited about this new chapter with Evergreen Transport.

I look forward to a great working relationship with all as we finish out 2018 and get ready for 2019.

--Martin Holley-Smith



Chris Stillings



Jessica Bates



Blake Polk



Tim Watkins



Martin Holley-Smith



Michael Pate

Operational Updates by Ronnie Kent, VP Operations

We are into another year here at Evergreen. It has started off pretty good and it seems as if this will be a good year. We are just busy at every level. We need to fill the open trucks because all of our customers want to give us more to move, it is just that saturated at every terminal. With as much freight that we have and can get, I encourage you all to get that extra load per day, or per week as that can put you quite a bit on your salary by the end of the year. Just a \$100 load per week will boost your salary over \$5000. As the old adage says, "Pennies turn into dollars."



Ronnie Kent
VP of Operations

The same thing goes with operating the truck by not excessively idling your truck, tire wear, keeping your truck serviced and getting through the terminal to have it inspected, all of this adds to the bottom line.

We are still experiencing excessive maintenance issues which should be caught at inspection time. Your truck needs to go into a terminal at least one time during the week as something usually is due, or there are perceivably small issues, if caught, will not turn into big issues and delay your load which creates a domino effect. No one wants to be sitting on the side of the road if you can avoid it.

We have a new dispatcher in Mobile, Chris Stillings. He has been driving for us a few years, stepping in, and doing a very good job after Robert Dixon retired, and is lying up on the creek bank fishing.

Jessica Bates joins the Mobile terminal as dispatcher. She has over 4 years' experience in trucking and work prior to that with Ward International. Stop by and speak to Jessica and Chris if you make it through there.

If you go to Calera, take a moment to welcome Jason Bentley back. He has taken over the shop and comes with a lot of knowledge that can benefit the company and you as a driver. We are glad to have him back.

Summer is coming on so be careful of the vacationers as well as the young new licensed teenager that will be running around you. And as soon as the summer ends you have to deal with the buses so be forever diligent and constantly aware of your surroundings. You can never let down your guard while driving especially in the crowded areas where we run.

The 4th of July is upon us. Remember this is the day we recognize on our country's independence. Hope you all have a great safe summer!



Gil Davison

E-Logs (ELD) with Gil Davison

Hours of service violations, as a percentage of total inspections, have been cut by about half since the electronic logging device mandate took effect in December, according to data released Friday June 22,

22, 2018 shows that hours of service citations as a percentage of inspections fell to 0.83 percent in January, the first full month the ELD mandate was in effect. The number trended in the 0.8 percent range until April, when inspections resulting in an hours citation fell to 0.69 percent. The number declined again slightly in May to 0.64 percent.



2018 by the Federal Motor Carrier Safety Administration.

In the most recent two full months, since so-called hard enforcement of the ELD mandate began April 1, that percentage has dropped to 0.64 percent, according to FMCSA's figures.

From May through August of last year, the number of inspections that yielded hours of service violations trended at consistent 1.3 percent. In the months leading up to the December 18, 2017, deadline for adoption, that percentage fell slightly to 1.2 percent.

The agency posted a graphic on its website with the percentages. FMCSA says it intends to update the graphic monthly to report the latest hours of service violation percentage.

The agency's first graphic, released June

Since April 1, the inspectors have conducted 559,940 inspections, says FMCSA, with just 4,720 of those resulting in hours of service violations.



Calera Terminal News with Manager Rick Mangrum

We would like to congratulate Miles Weston on receiving a 32-in. TV for Drivers Team Safety.

We would like to thank David Wildberger, Ronnie Kent and JR Dykes on their persistent diligent work on getting rate increases not only to increase company revenue but also increase drivers take home pay. The increases will help retain and attract drivers. We will continue to strive on retaining, attracting rehires and new hires.

Our lime has been steady. The lime shippers are in the process of reconstructing the kilns to handle the lime demands. Our Rock Haul (End Dumps) has increased due to lime demands and having to add drivers to meet the shipper's daily tonnage. Our Petcoke haul has been steady. Revenue is increasing on Cement hauls as change in weather allows contractors to work.

(REMEMBER SAFETY STARTS WITH YOU)

Meet some Calera professionals

Luke Plocharczyk joined Evergreen Transport on August 16, 2010. He was recommended by a previous employee. Luke washes trucks for Evergreen and coaches softball in his off time, the team is Outkast.

Luke enjoys the outdoors, and likes to hunt and fish in his spare time. He enjoys spending time with his family.

Luke has been married 15 years, and has a 17-year-old daughter.

Hank Morris will mark eight years driving for Evergreen Transport on June 21st. I asked Hank what he has enjoyed most about his time driving here at Evergreen. He responded, "I like the ability to be home most nights and I have been able to



Rick Mangrum

maintain a steady income."

He came to Evergreen with nine years driving experience. After 20 years working various positions at Russell Corporation he decided to become a truck driver. He drove a cement mixer for seven years and had two years dry bulk experience prior to getting settled in here at Evergreen.

Hank and his wife Marilyn are approaching 43 years of marriage and have one son, Chris, and a grand-daughter, Jayde. He enjoys deer and turkey hunting, and most of all spending time with his family. When he's not working or hunting he likes to spend his spare time working in the yard.

After retirement he plans to get back to fishing, doing more hunting, and spending even more time with his family.

Johnny Nolin grew up working on a dairy farm until he was 23 years old. After marrying his lovely wife and best friend of 32 years he went to work at Metrock Steel and Wire as a Plant Superintendent for 20 of his 23 years employed. His career at Metrock ended in 2008 due to economic struggles several companies were facing.

Johnny always thought he would enjoy travelling. He obtained his CDLs so he could drive OTR. After driving OTR for some time, he decided he wanted more home time and came to work in 2010 at Evergreen as a dump driver on rock haul.

He is extremely proud of his two sons, Eric and Matt, and his two and a half year old granddaughter. His dad and grandparents always told him that grandchildren would hold a special, dear place in his heart. Now he knows what they meant.

Johnny loves hunting, fishing, and most of all he loves spending time with his family. God willing, He hopes to retire from his career at Evergreen and spend more time doing the things he loves.



Hank Morris



Johnny Nolin



Luke Plocharczyk

Leeds Terminal News with Manager Mark Lambert



Mark Lambert

Business has picked up after a slow start to the year. All of our customer in have been giving us everything we can handle and then begging for more. We have already had a few stressful days trying to figure out how to cover everything, but that's a good thing.

Cemex and MMC are about to get back to full speed out of Demopolis.

I have to thank the drivers for doing every load they can legally run to help us out on the days we are overloaded.

Kyle has been doing a great job with dispatch and has built a pretty good relationship with our customers. As always we are in need of drivers in Leeds and especially in Demopolis. I appreciate Elaine's help on this. There is huge potential for growth in Demopolis.

Sherman is doing a great job keeping our equipment on the road. We are looking forward to a busy summer.

Employee News

In Memoriam

It is with great sadness the family of Walter Raymond Poole announce his passing on February 1. He was 92 years old. He is survived by his beloved wife, Mary Boswell Poole, sons Walter Wesley Poole, Clyde Patrick Poole, daughter, Lisa Poole Wildberger, son-in-law David Joel Wildberger, Sr., grandchildren, Mary Celeste Thomas (Gaines), David Joel Wildberger Jr. (Katherine Anne), and great grandchildren, Mary Stallworth Thomas, Earl Gaines Thomas, III, and a third great grandchild, due in June. Mr. Poole is also survived by two siblings, Louise Summerlin (Waverly), Wayne Poole (Judy), as well as numerous nieces and nephews. He is predeceased by his parents and sister, Evelyn Lanier.



Walter Raymond Poole

On August 15, 1945 our nation rejoiced as World War II reached its end. One merchant marine named Walter Poole left his small hometown of Castleberry, Alabama to pursue the "great American dream." No one could imagine the impact that this young man would have on the transportation industry, as well as so many individuals. Mr. Poole was very frugal during his tenure as a marine, sending a portion of his earnings to his parents, while saving the rest to make his first used tractor purchase. He formed a friendship with an Evergreen, AL cotton broker, Bob Kendall. This friendship led to a business relationship, and in 1946 Poole Truck Line was born. His first contract with Kendall was completed with a simple handshake. Mr. Poole hauled cotton from Evergreen to Opelika, AL during his first year of business. He later added another driver, and then a third, and as they say, the rest is history.

For 38 years Mr. Poole operated a profitable and efficient business, which was always based on the principle, "one's word is their bond." In 1984, Poole Truck Line was sold to International Utilities. In 1988, instead of retiring, Mr. Poole began a second company (Evergreen Transportation) with his son, Patrick Poole. Then in 1994, Evergreen Transportation was sold to Marquis Holdings. In April 2009, with his son-in-law David Wildberger, and four other investors, Mr. Poole repurchased Evergreen Transportation and renamed it Evergreen Transport, LLC.

Incredibly, Mr. Poole successfully led three transportation companies in his lifetime. His achievements not only served as a model to other entrepreneurs in the transportation industry, but also provided thousands of jobs for many men and women over the last seven decades.

Moreover, because of his accomplishments, Mr. Poole has been recognized in textbooks, received an honorary degree in business, and served as a mentor to many in the field. However, these achievements did not eclipse the quality of his character. Mr. Poole's philanthropic endeavors spoke just as loudly as his business achievements. He served in various positions in his church, regularly donated to local schools and charities, and selflessly helped an untold number of people throughout his lifetime.

Services were held February 5th, in Evergreen, AL. In lieu of flowers, his family requests donations to be given to two charities that were close to his heart: The National Multiple Sclerosis Society and Pilots for Christ, 107 Airport Rd., Monroeville, AL 36460

<https://www.nationalmssociety.org/Donate>

<http://www.pilotsforchrist.org/donate.html>

In Memoriam

James H. Suttles, 74, died May 27 at his home in Huntsville, AL. Mr. Suttles was born in Townville, SC to Horace and Pauline Suttles. He was the founder and former President of Suttles Truck Leasing and Southern Tank Leasing with HQ in Demopolis AL.

He was Chairman of the Board of the Alabama Trucking Association in 1999 and received the H. Chester Webb Award for distinguished service in 2006. He was also the former President of the American Tank Truck Carriers, American Historical Truck Society, and Kiwanis Club Demopolis Chapter as well as a member of the Demopolis Chamber of Commerce, Alabama Transportation Board, Black Warrior Boy Scout Council, and Black Belt Development Authority.

Mr. Suttles retired from Dana/Suttles Transportation in 2005. He moved to Huntsville following a 2016 stroke to live near his son Tim. Mr. Suttles' hobbies included snowmobiling and antique trucks.



James H. Suttles

Mr. Suttles is survived by his two sons, James R. "J.R." Suttles and Timothy M. Suttles, brother John C Suttles, sister Ruby Ann Thomas, ex-wives Mary Moore and Maria Suttles, and stepchildren Ben Wood, Lillian Prince, and Natasha Horner as well as nine grandchildren. JR currently lives in Fosters Alabama and his son Cole (27) lives in Tuscaloosa. Tim and his wife Joy and children Alexander (26) and Elizabeth (23) live in Huntsville Alabama. Ben Wood and his wife Rita live in Mt Carmel Illinois and his children Ashley (28) and Blake (26) live in Charlotte, North Carolina and Lindsey (24) lives in Nashville, TN. Lillian and her husband Ron and daughter Isabella (18) live in Birmingham. Natasha and her husband Eddie and daughters Sydney (21) and Tori (15), and son Aubrey (12) live in Northport.

Services for Mr. Suttles were held May 31st, at First United Methodist Church, Demopolis, Alabama.

Congratulations!

PFC Jarrett Kirk, 19 of Evergreen AL. graduated from United States Marine Corps boot camp at Marine Corps Recruit Depot Parris Island on March 2. PFC Jarrett Kirk successfully completed 13 weeks of intensive basic training at MCRD Parris Island in Hotel Co. 2020.

Following ten days home on leave he reported to Camp Geiger for Infantry Training for two months. PFC Jarrett Kirk will be stationed at Camp Lejeune for Military Occupational Specialty School to hold the position of 0331 Machine gunner.

Jarrett is the brother of Karla Ward and the nephew of Elaine Booker.



PFC Jarrett Kirk



Chuck Talbot

Round and black. Sometimes that's the extent of what drivers know — or want to know — about tires. Unfortunately, drivers need to know more about their tires, and they really need to be proactive when it comes to inspecting and maintaining them. But it's never easy convincing drivers to get up close and personal with those round black things.

An 18-wheel pressure check can easily eat up half an hour; more if the tires need to be topped up. With mandatory electronic logs now putting even more pressure on their time, drivers are even less likely give up driving time to a probably unpaid task. It may help to remind them that investing 30 minutes once a week to closely inspect their tires could help prevent an on-road failure that could cost them several hours of downtime... but probably not.

Getting a little cooperation from drivers might be achieved by providing a lesson in how tires work and some of the perils of poor maintenance.

"It's one thing to tell a driver that if they do this or don't do that, something unpleasant might happen," says Joe Puff, vice president of truck technology and maintenance at Downers Grove, Illinois-based NationalLease. "But when they can understand the consequences of their actions, or inactions, they might be more predisposed to look after those assets. Or at least not intentionally do anything that might compromise tire life or safety."

For example, Puff says drivers should be taught the dangers of reinflating a tire that has been run 20% or more under-inflated.

"We remind them all the time to check their inflation pressure, but we send a possibly conflicting message to those that do it regularly if they aren't made aware of the dangers of under-inflated tires," he says.

The problem here is the potential for a zipper rupture, caused by metal fatigue in the sidewall from excessive flexing while running under load. If the driver simply re-inflates a tire found in a low-pressure condition, he or she risks personal injury or a blowout on the road.

"If a tire is run 20% low, casing degradation is a real risk," cautions Puff. "It's going to fail at some point. It should be pulled from service. In these cases, drivers really need to alert a supervisor to the problem rather than just topping up the pressure and moving on."



Teaching drivers about inflation

Tire inflation pressure is a big issue, of course, and once again there are no easy solutions to getting drivers to check it. While it might be useful to know a tire isn't nearly completely flat, there's little use in encouraging them to thump or kick their tires on a walk-around. For several years now, the Tire Retread Information Bureau and the Tire Industry Association have sponsored a Guess the Pressure contest at various truck shows, and famously, no driver has ever guessed the pressure within 5 psi over or under the actual inflated pressure.

Mike Elliott, safety and maintenance director at Nashville, Tennessee-based MS Logistics, makes a bit of a joke about checking inflation pressure during his orientation sessions. He presents the drivers with a tuning fork, saying it's a new way of checking oil level in the engine. He tells them they no longer need to pull the dipstick.

"I tell them to strike the engine block with the tuning fork, and if it sounds right, the oil level is fine," he says. "I get some odd looks, and then I announce it's just the same as when you hit your tires with a thumper — and just about as useful. If nothing else, it's a good way to open the discussion on tire inflation."

Elliott runs a lot of retreads, and some drivers have strong opinions on retreads, many of them inaccurate. He tries to deal with all that up front, and then has regular meetings where the subject comes up repeatedly.

"I show them the DOT studies on tire debris and remind them that half the tires studied back then were not retreads," Elliott says. "From there we get into a discussion on the importance of inflation pressure and its effect on tires, both new and retreads. Then I tell them that all I expect them to do is check the pressure regularly and top it up when necessary. I finish by reminding them that downtime hurts them, too. If they are stuck on the side of the road for several hours waiting for tire service because they didn't check their tires, they have nobody but themselves to blame in most cases."

Kevin Tomlinson, director of maintenance at Milan, Ohio's South Shore Transportation, has added automatic tire inflation systems to his trailing equipment and tire pressure monitoring systems to some of his power units. But he still relies on drivers to visually inspect the tires whenever they get out of the truck.

"It's funny, we hardly ever have problems with steer tires or wide-base tires," he says. "Needless to say, when we bring the trucks in for service we check all the tires and tread depth and inspect for issues. The best we can do is encourage the driver to keep an eye on their tires and hope it becomes a habit. Once they realize that vigilance will keep them on the road longer without problems, the better we'll all be."



Safety News with Safety Director Melissa Wright



Melissa Wright

CSA Plan Duties

DRIVERS:

- Pre-Trip the equipment at the beginning of each shift.
- Take 30 minute break every 8 hour period, best to take past hour 3 and you will only have to log one 30 minute break.
- Complete paper DVIR; return with bills or to shop.
- If defect is noted, the truck/trailer can't leave the yard until repairs are made.
- Notate Pre-Trip on eLogs in comments section.
- Drivers will change equipment in the event a repair to their assigned truck/trailer repairs can't be made in time for the load to be delivered on time. BE PREPARED!
- In the event a roadside inspection where defects are noted, the driver must complete a written statement and return to the safety department.
- Drivers must cross a safety lane daily.
 - Exceptions: driver is out on a long load away from a terminal or truck/trailer will be on the yard for an extended amount of time while driver is off duty.
- Clean inspections will be paid out at the same time as the Safety/Performance Bonus.
 - Bad inspections will cancel the monetary reward of \$25.00.

SAFETY LANE INSPECTOR:

- Inspect trucks/trailers as they cross the safety lane per the check sheet and log equipment inspected.
- Notify the shop foreman or mechanics (if at night) of any defects found.
- Change bulbs/fuses if time permits – otherwise report to mechanic.
- Safety Lane Inspector is responsible for making sure that all trucks/trailers assigned to their terminal come across the safety lane. (Checklist will be provided)
- Report to shop foreman, dispatch and terminal manager any equipment that is overdue.

OPERATIONS/DISPATCHERS:

- Responsible for ensuring the drivers get their equipment in to be serviced on time.
- Dispatchers are to notify maintenance personnel when a driver is on break (34-hour, 10-hour, FMLA, LOA, Vacation, Personal Day.

- Dispatcher is responsible for not letting a driver leave with defective equipment.

MAINTENANCE:

- Follow-up with DVIRs and safety lane inspections.
- Communicate to other shop foremen on equipment that has crossed the safety lane and those that have not via email (cc the safety director, maintenance director, terminal manager, Ronnie Kent and Sharon Cook).
- Maintain a current list of trucks assigned to their terminal and update as necessary.
- Make sure that there are spare trucks both with and without Peoplenet.

SAFETY DEPARTMENT:

- Obtain copies of DVIRs when violations are discovered during roadside inspections and follow-up with driver if necessary.
- Monitor when drivers do not cross the safety lane per reports from maintenance.
- Create and maintain a list of drivers skipping safety lane inspections.
- Maintain list of violations that should have been caught during a pre-trip inspection and apply against the safety bonus.
- Monitor Vigillo daily to ensure clean inspections are noted.
- Hold clean inspection rewards until the Safety/Performance Bonus is paid.
- Educate and implement the Safety Lane Program.

TERMINAL MANAGERS:

- Terminal managers will ensure that all of the above procedures are properly followed by their drivers, dispatchers and maintenance personnel.

DRIVER'S VEHICLE INSPECTION REPORT (DVIR)

Green/White Book with duplicates

DRIVERS:

- On the front of the book, fill in the blanks for **month, year, driver name, truck #** and **trailer #**. If you use multiple trucks/trailers list all equipment you operated for that month on the front cover.
- Driver must complete a paper DVIR at the beginning of each shift (Pre-Trip) and turn in the white copy to shop or with bills.
- Notate completed pre-trip on elogs.
- At month's end, turn in the whole book to the shop foreman.
- Drivers at outside locations can drop completed books at the terminal when they cross the safety lane.
- **Only one month per book. Do not start a new month in a book that contains DVIR's for the previous month.**

SHOP FOREMAN:

- Forward white DVIR copies to Evergreen
- At the end of the month, forward DVIR BOOKS to Kim Hardin

FUEL REMINDER

Fuel at the Terminal Locations
should be first priority.
Then all Road Fuel Purchases are at
Pilot and Flying J Truck Stops only.



Welcome Aboard

OCTOBER

ROBERT JOHNSON
SHERMAN RICH

NOVEMBER

JEQUARIS MCCANN
JAMES MIZELL
ISAAC BOWMAN

DECEMBER

PETER MACARY
MARQUEZ GHOSTON
LAMARIO WILLIAMS
VALERIE BROWN

JANUARY

JOHN BLANKENSHIP
FREDDY TAGGERT
ANTHONY DERRICK
MICHAEL MOORE
TONEY WILLIAMS
EDWARD SCOTT

FEBRUARY

JASON BENTLEY
JOSEPH PATE

MARCH

JONATHAN OLDS
ERIC JOHNSON
GRADY CHAMBERS
ELMORE WILLIAMS
SHAWNTEZ BURROUGHS
JONATHAN POLK

APRIL

JAMIER ANDRY
WEDWIN WEBER
GREGORY SMITH
LARNDINE LAW
JAMES WILLIAMS
TROYVONTE CROOK-KIRBY

MAY

CHARLES PHILLIPS
TAMMY HOWZE
DONALD WHISENANT

JUNE

STEVEN EDDY
JAMES CLECKLER
SHERRY PARKER
JERRRY SHIVERS
MARCUS GOLDEN
CHARLES DAUGHERTY
MICHAEL BULLOCK
KENNETH RICH
DAVID SEWELL

Evergreen Birthdays

APRIL

DENNIS HITT 3
DESMOND ANDRY 4
LUKAS PLOCHARCZYK 4
MEREDITH STREET 7
JEREMY JACKSON 14
REGINALD JONES 14
MONROE COLLUM 15
JOHN BLANKENSHIP 27
LINDY LANE 29

MAY

KENNETH LOWERY III 3
DAVID SEWELL 4
WALLACE INGRAM 5
JASON TEW 8
MARQUEZ GHOSTON 12
CHRISTOPHER WILLIS 18
ELMORE WILLIAMS 18
JAMES ASHBE 19
GREGORY SMITH 20
ANN BROOKS 20
RALPH JOHNSON 25
EDWARD BENSON 27
DUSTIN ODOM 31

JUNE

PATRICK JOHNSON 8
MITCHELL BOLES, SR. 10
JEQUARIS MCCANN 11
WILLIE DURGAN 12
STEPHANIE DAVIS 12
GERALD JONES 15
MARCUS TAYLOR 16
SHAWNTEZ BURROUGHS 18
JAMES BAGGETT 18
STEVEN EDDY 18
VINCENT KING 23
SHERRY PARKER 24
JAMES WILLIAMS, JR. 28

JULY

THOMAS CONNOR 1
GARY WINGARD 3
WESLEY JOINER 4
JOSEPH PATE 8
HERCIAL COLVARD 9
GRADY CHAMBERS, JR. 9
JAMES MCNEIL 10
JOHNNY RATLIFF 12
CHARLES PHILLIPS 12
WILLIAM HOCUTT 15
ROBERT DIXON 17
TIMOTHY MARTIN 20
JAMARCUS SAMPSON 22
FRANK MILLER, III 23
FRANK MILLER 23
JAMES MIZELL 25
MICHAEL BULLOCK 25

KENNETH RICH 25
TERESA COVIN 25
FONDELL SMITH 26
ANTHONY BOOKER 26
EDWARD LANEAU 27

AUGUST

CHARLES TALBOT 27
RUDOLPH MANGRUM 4
MICHAEL INABINETT 23
JED MCGHAR 31
CHRISTOPHER DAVENPORT 20
JAMES ORR 14
ROBERT OLDS, JR. 2
MARK WALKER 5
RAY REESE 31
LAMARIO WILLIAMS 6
HERBERT HOLDER 19
JASON BENTLEY 29
ISAAC HOLCOMBE 7
KYLE DAUGHERTY 2
TIMMIE WATKINS 12

SEPTEMBER

BOBBY COLVIN 10
EDDIE BETTIS 16
BEN JAMES 10
JOHNNY NOLIN 2
MARTIN HOLLEY-SMITH 10
PHILLIP RACHELS 29
WILLIAM PURNELL, III 27
JAMES MARBURY 12
DALE NICKSON 8
JOAN DAVIS 17
BOBBY COLVIN 10
MATTHEW STANFORD 29
JONATHAN MORELAND 17
JENNIFER GREER 3
MICHAEL COOK 10

OCTOBER

PETER MACARY 5
MELVIN ETHEREDGE 5
CLINTON MILLER 5
STEPHEN PAULEY 5
ELAINE BOOKER 6
DENNIS GRIMES 7
JONATHAN POLK 7
BOB DILLARD 9
MARCUS GOLDEN 9
MELISSA WRIGHT 11
JOSEPH JOHNSON, JR. 12
EMMETT VANDERSLICE 13
MICHAEL MOORE 13
DONELL GARRETT 13
CHRISTOPHER STILLINGS 27
MICHAEL CHRISTIAN 29
TROYVONTE CROOK-KIRBY 31

Evergreen Anniversaries

8 YEARS

DUSTIN ODOM
JOHNNY NOLIN
MARCUS TAYLOR
HANK MORRIS
LUKAS PLOCHARCZYK
MARTIN HOLLEY-SMITH

7 YEARS

ROBERT DIXON
GARY WINGARD
ANN BROOKS
WILLIE MAY
MATTHEW STANFORD
ISAAC HOLCOMBE
KIMBERLY HARDIN
PHILLIP RACHELS
JAMES ORR
PHILLIP RACHELS

6 YEARS

LINDY LANE
MITCHELL BOLES, SR.
ARTHUR LEE, JR.
MARK WALKER
TIMOTHY MARTIN
RAPHAEL PETTIS
GEORGE YOUNG, JR.

5 YEARS

MEREDITH STREET, JR.
MONROE COLLUM.
ANDREW JOHNSON, JR.
TEARS RICHARDSON.
VINCENT KING

4 YEARS

MARK LAMBERT
JOSEPH JOHNSON, JR.
JONATHAN MORELAND
MARK LAMBERT
BILLY RICE
WILLIE DURGAN
BILLY RICE
CHRISTOPHER STILLINGS

3 YEARS

RAY REESE
ERIC GLASS
JIMMIE DUNCAN
RALPH JOHNSON

2 YEARS

ASHLEY BROWN
WARREN NICHOLAS
KENNETH LOWERY III
THOMAS CONNOR
REGINALD JONES

2 YEARS (cont.)

WREATH BURGESS
WILLIAM PURNELL, III
OSCAR HARRINGTON
JAMES MARBURY
JAMARCUS SAMPSON

1 YEAR

BRANDON MCGHAR
PATRICK JOHNSON
SELENE GANDY
DALE NICKSON
DESMOND ANDRY
JERMAINE TATE
ROBERT OLDS, JR.
GERALD JONES
LARSON WALLER
MICHAEL INABINETT
ANTHONY BOOKER
ROBERT CALDWELL
DANIEL BAHM
STANLEY TINSLEY
JAMES BAGGETT
TIMMIE WATKINS
STEPHEN PAULEY
ROBERT JOHNSON
SHERMAN RICH

Adding to the Family

David and Lisa Wildberger welcome their new granddaughter, Katherine Grace Wildberger, born to Joel and Katherine Ann Wildberger on June 27, 2018 at 8:09 pm.

Born at Yale Children's Hospital in New Haven, Connecticut, Katherine Grace weighed 7 lb. 8 oz., and was 20.5" long.



Melissa Wright and her daughter, Samantha, welcomed a new baby June 12, 2018, weighing 8lb. 14oz, and was 21.5" long. Melissa is now "Grameme" to Isabella Wright.

