

TransTopix

Spring 2017



Transsystems marks 75th year

I congratulate all of the people who made Transsystems a success during 75 years.

I started with Transsystems at East Grand Forks as a driver in the fall of 1983. I have

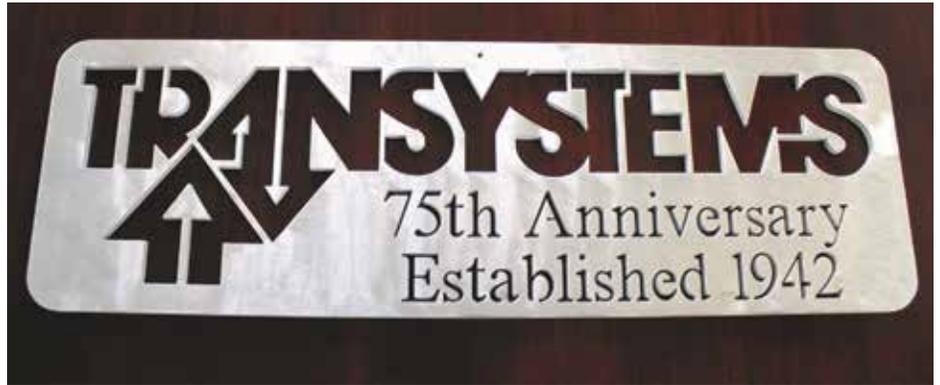


seen many changes throughout the years.

We all know that culture defines the company.

When I started working at Transsystems, I could see early on that the Transsystems culture embraced safety and listening to individuals' ideas.

A couple examples are the safety committee meetings and the end-of-campaign employee meetings. Having attended these meetings for 34 years, I have heard thousands of good ideas that improved procedures and equipment and made Transsystems a more enjoyable place to



President's Corner

work.

Listening is one of the best ways to cultivate safety and innovation. One interesting example is when we were designing a lighter trailer for the Red River Valley Division.

The thought was to use an aluminum flatbed trailer with an aluminum cage frame. It was difficult to make the cage frame work. One day, while we were working on a new design, a driver walked by and mentioned that we should try a chromium-molybdenum (chrome-moly) alloy.

We jumped on the idea.

The chrome-moly cage frame is lighter, stronger and safer for technicians to handle.

A lot has changed and in the next few issues of TransTopix, you will see some pictures from the past and you will hear from others who have been with Transsystems for many years.

For a company to celebrate 75 years, a company needs to be safe and able to innovate and change.

Transsystems has that culture. Our mission, vision and values will guide us through many more years of success. See story following on page 3.

*Scott Lind,
President and COO*

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ON THE COVER: Jason Strunk took a spring shot of tractors in Twin Falls.

Company founder had eye on future

Transystems began in the spring of 1942 as Rice Transport. The company started with two trucks. One of its first projects was applying water for the compaction of soil under the runway at East Base, now Malmstrom Air Force Base, just east of Great Falls.

John S. Rice, the company's founder, anticipated that petroleum products soon would begin moving directly from refineries to filling stations and commercial users. At that time most petroleum products moved by rail from refineries to bulk storage facilities. Small trucks moved gasoline and diesel



John S. Rice

fuel from bulk plants to filling stations, farms and commercial users.

From the outset John under-

stood that scale was necessary to more efficient truck transportation. Increasing the size of transport vehicles was an obvious step. Rice Transport began using the standard truck with a single tank. Within a few years, the company switched to a truck with a tank that pulled a tank trailer.

The increase in the size of equipment at first troubled some consignees, the farmers and other businesses that received gasoline and diesel.

They soon were won over when Rice Transport and other carriers began offering discounts to consignees that accepted larger shipments.

See **FOUNDER**, Next page

Mission, vision, values from the outset

The phenomenon of a written statement of mission, vision and guiding values is recent. The underlying principles are not new.

When John Rice started Transystems, he had a mission: a job. His vision was to build a business that would sustain his family. His guiding values were much the same as those of Transystems people today.

Safety. John's background was in the oil business. He was familiar with the disastrous consequences of unsafe practices. He set out to control risk. That is the reason Transystems was one of the first small trucking companies to have a dedicated safety manager.

Respect. John began the Transystems tradition of listening to employees, customers and regulators. Listening is the foundation of respect. Today's safety committees, tailgate meetings, and end-of-campaign meetings are good examples of listening. The check ride should be an opportunity to listen.

Trust. During its 75 years, Transystems people have trusted one another. Only a handful of people have violated the trust that their fellow employees depend upon.

Union-free. Transystems predecessor companies had dark times with the Teamsters union. The company could not communicate with employees and vice versa. Transystems employees voted to get rid of the union. Transystems has learned lessons about respect and trust.

Scott Lind

Founder focused on innovation

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In the early days of truck transportation of petroleum products a shipment might include as many as four or five different products, for example: two grades of diesel fuel and two grades of gasoline.

This was convenient for the consignee, but not very efficient from the perspective of the carrier. Multiple-commodity shipments involved more loading and unloading time and presented risks of unloading the wrong type of fuel into a storage tank. Again, shippers were persuaded when carriers began offering discounts for larger shipments of a single commodity.

In the late 1940s Transystems, by then re-named Rice Truck Lines, began the pursuit of equipment innovation that continues to this day. Aluminum tanks displaced the heavier steel tanks. Cargo capacity grew from less than five thousand gallons to more than ten thousand gallons.

The efficiencies of scale also applied in working hours. Rice Truck Lines and other carriers began offering discounts to shippers that would accept deliveries outside standard business hours. This allowed carriers to keep equipment working around the clock and throughout the week.

Operating larger equipment over longer hours spread the overhead of the business so that the cost of providing service was lower per gallon delivered. If one dispatcher and one bookkeeper could handle five trucks the same two could handle ten trucks.

Scale also meant diversification. In 1952 John started Chemical Transport to move non-petroleum commodities such as cement, lime and acids.

Chemical Transport also pursued innovation. One interesting move involved the transport of glue in bags secured to flat deck trailers from a glue factory in Missoula, Montana to a plywood factory in Colum-

bia Falls, Montana and the return to Missoula with plywood loaded on the flat deck trailers.

Diversification also required creativity. One example involved the small scale demand in Montana for aviation gasoline (av gas). The nearest refinery producing av gas was at Mukilteo, WA, and shipments to Montana were by rail in large lots. Most Montana sellers of av gas could not accommodate large shipments of the fuel. Smaller shipments by truck were expensive without a revenue producing shipment of another commodity in order to share in the costs of freight. John Rice designed a tank truck that transported specialized grain to Seattle and, after cleaning the tanks, returned to Montana carrying av gas.

In the early 1950s John established Western Express and Alaska Express. Those companies transported less-than-truck-load (LTL) shipments of general commodities in a territory that extended from western Washing-
See HISTORY, Next page

Some of the commodities Transystems has hauled over the years include:

- Distillers dried grain
- Explosives
- Petroleum products
- Grain
- Acids
- Lime
- Cement
- Lumber
- Concrete
- Sugar beets
- Sugar
- Aggregates
- Asphaltic road mix
- Uranium mill tailings
- Alcoholic beverages
- Meat
- Grapes
- General merchandise
- Chemicals
- Manufactured structures
- Coins
- Coal
- Steel
- Scrap metal
- Raw ore
- Concentrated ore
- Containers
- Potatoes
- Crude oil

Saying so long to a flavorful friend

Transystems is saying goodbye to an old and flavorful friend this year. Since the late 1950s, Old Tavern Club in Waukesha, WI., has been shipping its cheddar cheese spread to Transystems customers each Thanksgiving

Last month, with the retirement of Old Tavern president Jill Strong, the cheese company closed its doors after 91 years in business.

Transystems founder John Rice and his wife Mary discovered the cheese spread while riding the Empire Builder passenger train from the East Coast in the mid-1950s. Scooped on top of



Chemist Paul Strong created Old Tavern Cheese Spread in 1926. Transystems has been a customer since the 1950s.

warm apple pie, it was love at first bite. Sixty years ago, it was standard practice to send

customers a gift at the holidays. John and Mary decided Old Tavern Club cheese would be the ideal gift.

“You are among our oldest customers,” Jill said. “I’ve been looking through boxes and came across orders from Transystems or Rice Truck Lines and it brought back some neat memories. Your company has been around since I’ve been here. I handled all the big accounts, and always enjoyed working with another family-run company. Your people were always a pleasure to deal with. Say hello to Pauline for me. We worked together for so many

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History

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ton across Idaho into Montana, north to Alaska and south to Salt Lake City. Western Express partnered with Rice & Trimble Truck Lines to provide LTL service into parts of Alberta and Saskatchewan.

In the LTL business, Transystems could not attain the scale necessary to be competitive as major LTL carriers expanded to cover large regions, and in some cases, the entire continent. United Parcel Service (UPS) is the best example.

Transystems withdrew from the LTL business during the 1960s.

During the 1970s, the compa-

ny acquired a number of specialized truck-load carriers based in western Canada.

Figol Distributors Limited transported meat from Alberta and several states to California and hauled beer and liquor from California to Alberta. Boychuk’s Transport Ltd. transported a variety of chemicals in Saskatchewan, Alberta, British Columbia, the Yukon Territory, and the Northwest Territories. Boychuk’s Transport and its affiliate, Alaska Highway Express, were major carriers of explosives for the mining industry. Transystems



also owned Waite’s Transport Limited, another explosives carrier. In all of these companies Transystems introduced innovative and larger size equipment.

In order to spread the cost of operating a shop for company equipment John started Rice Truck & Equipment Company. That

business operated a commercial shop and parts warehouse and was a Mack truck and Thermo-King refrigeration dealer. The company even sold fire trucks.

Old Tavern, a gift for customers

Continued from Page 5 years.”

“You always ordered the same thing, the Old Tavern Sharp Cheddar Cheese Spread, and you always ordered about the same number,” she recalled. The individual orders were packed and shipped to Transystems customers and friends direct from Waukesha.

The cheese spread was eagerly awaited on the receiving end. One former customer, now retired and living in Florida, said Thanksgiving did not start until the Old Tavern arrived.

A bittersweet decision

“The decision to retire and close was bittersweet for my sister and me,” Jill said. “We have employees who have been here forever, as long as 55, 47 and 45 years. They are in their 80s and still want to come to work every day. It’s hard on them and us because they are like family.”

Then there are the 10,000 corporate and individual customers worldwide to take into account.

“It was amazing when we sent out the card saying we were closing. People called from all over. I spoke with many customers who have been with us a very long time



Transystems long association with Old Tavern Cheese started 60 years ago with a piece of pie on the Empire Builder.

We were flooded with orders and memories. Our customers were in shock. One customer came into the store and said he had cried for two nights and couldn’t sleep,” Jill said. “It almost makes us feel guilty. Everyone expects the cheese for the holidays.”

Old Tavern history

With a long, successful history behind it, the bittersweet ending is not a surprise.

Old Tavern’s roots are even deeper than Transystems.

The company was founded in 1926 by Jill’s father, Paul Strong, in Waukesha.

A chemist by trade, Mr. Strong graduated from Waukesha’s Carroll College. He focused first on making soda pop and extracts, but eventually turned his attention

to creating a perfect cheese spread.

“He named it Old Tavern because the plant was between two bars on Main Street,” Jill said. “We sold a lot of cheese to those bars.”

The company began in one small building with three items for sale, three different sizes of Old Tavern Club Sharp Cheddar Cheese Spread. Old Tavern eventually expanded to four buildings before moving to its final location at 230 South Prairie Ave.

The company’s product selection grew right along with it. More than 375 cheese and gift items were offered for sale and shipping. But the cheddar cheese spread was always the best seller.

“We shipped anywhere cheese is allowed,” Jill said. Old Tavern flew worldwide. “There was not much shipped to Mexico because of import restrictions, but we were about everywhere else in Canada and Europe.”

Originally packed in paper cartons, the cheese eventually sold in crocks and plastic containers.

The cheese products were always produced in northern Wisconsin and packaged and shipped at the Waukesha facility.

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Sean Scott accepts new position



Sean Scott has accepted the position of Development Manager for Transystems.

Sean starts in his new job immediately. He will manage the development of all Transystems people. His back-

ground includes more than 4,000 hours of education on training and development.

Sean will be based at the Great Falls Service Center.

Please welcome Sean to his new position with Transystems.

Old Tavern, a family company

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The second generation of Strongs came into the business in the 1970s.

Jill Strong graduated from Parsons College in Iowa and taught school in Green Bay until her father became ill with cancer in the early 1970s.

“After I taught for two years, Dad asked me to come into the business,” Jill said. “He died in 1976 and I took over. My sister, Gail Strong, who is an audiologist, later came into the business. Our mom would come in to lend a hand before Christmas.”

Until the end, it was a family company.

The decision to close, while difficult, was made because there was nobody else in the family who wanted to take over.

Retirement will give Jill and her sister some long missing free time, a break from a seven-day-a-week job.

Gail will continue working as an audiologist for the local school system. Jill will have more time to focus on her hobby, training agility dogs. Her three Australian Shepherds are on the dog show circuit and will continue to compete and travel to shows.

“I won’t fly the dogs, so we have to drive to the shows. The farthest we have gone is to shows in Georgia. Now, there will be no rush coming and going,” Jill said.

“Old Tavern Club had its own niche and thrived in it. We had great, unique products and we shipped direct. We don’t have anybody in the family who wanted to continue and we did not want to sell the recipe,” Jill said. “Once you do that, you lose control. The buyer could change and cheapen the product.

“We’ve built a great reputation over the last 90 years. It’s a good time to retire. Ninety years is a long time.”

Old Tavern: Food fit for the stars

Little did John Rice know it, but he was keeping company with some famous folks when he sent Old Tavern cheese to customers in the 1950s.

Actor Danny Thomas was as big a fan of the Old Tavern Club as John was.

“Danny Thomas ordered for many, many years starting in the 1950s. We shipped over 600 crocks a year for him,” Jill said. “When his order came in, everyone wanted to type it. It was all famous people and movie stars. Anyone who typed it knew they had to be discreet. No names or addresses ever slipped out.”



Summer work is different from the beet campaign. Above, Tyler Wetherelt got a hot shot of work at Buhl last summer. Right, the Hailey Airport was another project. Aaron Woolman photo

Campaign ends, summer work begins

Transystems teams up with new partners and seasoned partners to offer summer employment to about 100 drivers and loader operators.

“We have a big job with Mayo Construction in North Dakota, hauling to stockpile from Cartwright,” Errol Rice, Vice President of Marketing, said. “It’s similar to work we did with Mayo two years ago.”

The project will start up in mid-June and last through the summer. Twenty-one trucks will run for 60-plus days, Errol predicted.

Four projects in three states team Transystems with Knife River.

“We have done a lot of work with Knife River and are excited about the opportunity to continue with a good partner,” Errol said. “Considering Knife River’s scope in our region, there is a strong potential for us to continue working with Knife River on other projects.”

Two of the Knife River projects are in the Lewiston, ID, area and will employ a couple dozen drivers.

“We have a project at Arrow and one at Spalding,” Errol said. “Arrow Bridge started in late April. Spalding will follow soon. Both jobs wrap up in mid-June.”

Transystems also is working on a big job for Knife Riv-

er near Twin Falls. That job should last most of the summer.

The Machine Pass project will have 18 trucks running from mid-June until late August.

Another, smaller job for Knife River Montana is around Colstrip. This will provide three weeks of work for 15 trucks, Errol said.

“We are starting up work with new partners, Idaho Materials and Central Paving, in Idaho,” Errol said. “We have several jobs with each of the companies, with IMC working through most of the summer in the Twin Falls and Jerome areas and with Central doing work around the Boise area.”

Campaign ends, summer fun begins

This is the time of year when the sugar beet campaigns are coming to an end, and our seasonal coworkers are poised to enjoy some well-



deserved rest and catch-up time at home. I would like to share how some seasonal project clerks enjoy their month or more of time-off.

Echo Blake, Nampa clerk

When Echo had her first interview for the project clerk position, she could not believe she would have spring and part of summer off. Echo has just finished her fourth season with Transystems and has a son, Kurt, who is 14.

She enjoys having fun with her son in the summer when he is not in school. School ends early in June, so she has all of June and most of July to enjoy her time-off. Echo said, "My son and I can go to Lucky Peak reservoir to go swimming, hike at Jump Creek and go camping."

Echo also appreciates not having to wake up at 4 a.m., as she does during the campaign. She spends the first part of her time in the off-season catching up on home and garden projects.

This year, her time-off also



will give Echo the opportunity to complete a Hunter Education class. There would be no time for that without her seasonal break from work.

Sheri Evenson, Moorhead clerk

Sheri enjoys her time off from Moorhead project spending time with family and at the lake. She also uses the time to spring clean her house.

She can enjoy family without having to take time-off. This summer, Sheri and her husband Layne are going to try to spend a week with each of their grown children. Sheri's kids live on opposite coasts, and Sheri said, "They cannot make it home, so we go to see them." Sheri's son Tyler lives in South Carolina and daughter Lexee in California.

Sheri also takes care of her



Left, Echo Blake has time to take her son Kurt fishing. Above, Sheri Evenson gets to spend more time with her dad.

father. Her month or more off gives her time to catch up on his needs. She also plans a vacation with her dad to travel and see new things.

Spending time at the lake helps Sheri get back in touch with her lake friends. She enjoys going to the lake to fish, hang out on the beach, read her book, get a tan, jet ski and spend time with her friends.

"It's relaxing to take a month or more off to rejuvenate before going back to work," Sheri added.

To everyone on summer break: enjoy your time off. I look forward to working with you again at the end of summer.

*Kari Franks, Senior
Administration Manager*

Service Center Spotlight: Barb Albro

Barb Albro is the “get ‘er done” person at the Great Falls Service Center, according to Vice President of Finance Ann Powers. “When Barb has a project to get done, she is very determined,” Ann said.

That “get ‘er done” attitude has paid off for the company’s accounting department for 21 years. Currently serving as Accounting Manager, Barb’s role is vital in keeping the wheels turning at all of the company’s 24 projects.

For Barb, it’s all numbers, all the time. She is responsible for the billing for the entire company. She also sets up the job codes, works on the financial statements and performs other accounting functions.

She joined the company as an accounts payable clerk in November 1996, shortly after earning her associate degree in accounting. Eventually, she began helping with maintenance entries and soon moved into the maintenance department. When a position opened in the payroll department, she moved into it.

“Throughout the years, Barb processed payroll and accounts payable,” Ann added. “She now is responsible for all the billing to our customers and is involved in the month-end closing. When other members of the finance team are out of



the office due to illness or vacation, Barb assumes their responsibilities and gets the job done.”

Along the way, Barb went on to earn her bachelor’s degree in accounting. It comes in handy as her job is very detail oriented.

“The most challenging part of your job is having patience,” Barb said. “Most of what I do has very strict deadlines.”

But there’s plenty to love about what she does, too.

“I love to see my ‘product’ completed and accurate,” Barb said. “And I work with some great people and have the opportunity to learn new things. I really enjoy what I do.” That includes working closely with Ann Powers, the Division Managers and staff at the Service Center.

There is no such thing as a ‘typical day’ in Barb’s world. “I have my daily task list and modify it as needed,” she said. “As in life, you have your list, but what you actually do that day just depends on what else is happening. The key is to be flexible.”

Her team members can count on Barb’s adaptability and willingness to help out.

“Whether its jumping in to

help activate hundreds of employees during the busy start-up season, pulling ‘stinky’ fuel sheets needed for a fuel tax audit, or entering information required on the Affordable Care Act Form 1095-C, you can always count on Barb to help,” Ann said.

Born and raised in Great Falls, Barb graduated from Great Falls High School and went right to work for Shop-Ko. A few years later, she decided to go back to school and earn a degree.

She came to Transystems four years before marrying Paul. They have a son, Kyle, who is 15 and a freshman at Great Falls High School.

Barb’s hobbies include what she describes as an addiction to paper crafting (scrapbooking and card making). She also enjoys running, bicycling, camping, shopping and spending time with her family and friends.

“Barb is the definition of a great employee,” Ann said. “Not only is she dependable daily, she plans her time off around what she needs to get done, whether it’s invoicing or month-end closing. Barb will tackle any project you give her.”

“Every company should be so lucky to have a ‘Barb’ in the office,” Ann concluded.

Recruiting on track for Billings

Ensuring that Transystems newest project is fully staffed next fall is at the top of the to-do list for Retention and Recruiting Manager Josh Rector.

He's been working on it for months, even though the Western Sugar campaign in Billings won't begin until September.

In a typical year, the campaign at the new Billings project starts in the second week of September and ends in February. Typical doesn't always happen.

"There has been considerable variance in recent years due to abundant crops, heat, rain and crop damage," Josh said. "The harvest timetable sets the stage for our recruiting efforts. We will be fully staffed prior to harvest."

"I am currently sourcing drivers, loader operators and fleet maintenance technicians for the Billings project," he added.

Director of Maintenance Brian Gresens has set June as the timeline for Billings technician applicants to be in place. In July, the company will launch a campaign for veteran drivers, a project clerk and loader operators.

"Our recruiting efforts will be a mix of old and new school," Josh said. "It's important to remember that most of our applicants come to us through referrals and word-of-



mouth. That is our silver bullet. It's the most cost-effective source-of-hire and the best source-of-hire."

"Finding new Team Green candidates is not about money. It's about time," Josh said. "We plan to get out in the Billings area communities and introduce ourselves at summer events. It will be fun to utilize our most recognizable brand image and unmistakable green power units."

Josh heeds successful recruiting tools of the past. Idaho Division Manager Kevin Iversen often attributes his previous recruiting success at the Sidney project to making personal connections in area communities, Josh said. This is more important than ever. It's vital for our recruiting efforts that we network in person and online to make connections with potential co-workers.

"It's been said before, but it's never been more true... 'people work for people, not companies,'" Josh added.

Part of Transystems recruiting plan includes the expanded Professional Driver Development program. Urged on by Transystems President Scott Lind, that program is expected to play a big part of the staffing strategy in Billings and at other company projects, Josh said.

"Of course, we are talking to people who are looking for a career change," Josh said. "Consider this excerpt from our Mission Statement, 'to provide excellent employment opportunities.' That's in line with helping people start a new career," Josh said. "Professional drivers are in demand. It is a career. In my judgment, we all want to help people. We have the opportunity to help people by giving them the chance to upgrade their lives, by upgrading their careers." It's all team work. Vice President of Safety Rich Carl and his department have made the commitment to train new and develop drivers.

"We will train more drivers in 2017 than we did in 2016 and perhaps more than ever," Josh said. "We are actively recruiting for the Professional Driver Development programs in the Billings, Idaho, the Red River Valley and Renville," Josh said.

"We are shooting a TV commercial and radio ads that talk about the company sponsored training. We are using some of the people who have been through the program before. I'm passionate about the amazing opportunity we have at Transystems to change people's lives and I hope that rubs off everybody involved in our retention and recruiting efforts," he concluded.

Safety has always come first at Transystems

Transystems has a long history of safety management. Transystems was one of the first small trucking companies to employ a full-time safety manager.

During the early days the focus of the safety manager was training employees how to handle and work around volatile petroleum products.

The safety manager taught techniques for ventilation and cleanliness of work clothes. Clothing soaked in gasoline is dangerous.

Early safety programs involved a significant amount of surveillance. Radar checks and examining tachograph discs were common.

As the safety program matured the emphasis switched to prevention and education.

Now the safety department focuses on identification of hazards and helping employees deal with those hazards. The safety audit program is an excellent example of this change in emphasis. Employees themselves are the main source of hazard identification.

The safety department anticipates changes in working conditions and adapts its messages and training techniques.

For example, as winter approaches the safety depart-



ment increases its emphasis on walking safely on snow and ice, driving on winter roads and

working in cold conditions.

During summer, the safety department advises employees, especially technicians, about working safely in hot weather.

Transystems safety department manages the company's Professional Driver Development (PDD) program. The PDD emphasizes driver evaluation and tailors development to each driver's individual skills and needs.

The mentor is a key part of PDD.

The mentor-driver experience is one-on-one. The U.S. Marine Corps affirms the effectiveness of this approach to development of people.

The mentor's first task is the careful evaluation of each driver's skills. That evaluation supplements the written evaluation that precedes hiring.

Evaluation displaces the surveillance of old-fashioned safety programs.

Driver development based on evaluation is more efficient than having every driver complete every aspect of the PDD.

The safety department is increasing technology in PDD. The company is purchasing two driving simulators to supplement simulator training provided by contractors. Transystems is expanding testing of collision avoidance systems on the company's tractors.

Technology enhances the ability of the safety department to support Transystems people.

The staff of today's safety department includes the Information Coordinator for Safety, Danielle McNew, two Division Safety Managers, and the Vice President of Safety.

Dave Elsing is the Division Safety Manager for the Red River Valley Division.

Ryan Fiala is the Idaho Division Safety Manager and oversees the manufacturing project.

Ryan and Dave support safety in the Rocky Mountain Division and Minnesota Division when needed.

The safety department works in close coordination with operations, maintenance and administration.

The integration of the safety into every aspect of Transystems business makes this a safe place to work.

*Rich Carl,
Vice President of Safety*



East Grand Forks driver Steve Carpenter packed up the excavator after the last beet was loaded out of Alvarado. Rick Larson photo

Division Report: All is well in the RRV

The sugar beet campaign in the Red River Valley Division was just wrapping up as TransTopix went to press.

Everybody but Hillsboro was finished hauling by May 15. Hillsboro went a bit longer, running right onto the heels of our big summer project in Montana.

We start hauling aggregate for Mayo Construction near Fairview, MT, on June 1. It's a great job with a great company, and it will keep more than three dozen Transystems drivers and loader operators busy this summer.

The cadre of 38 drivers and two loader operators will be made up of employees from the Red River Valley, Sidney and Idaho. It's a real melting pot.

While some employees will bring campers and RVs, the company will offer lodging in the Sidney employee housing. The Fairview job is a nice, long run. The project is not



expected to wrap up until mid-August.

Weeks before the project was set to begin, 20 Red River Valley em-

ployees and 18 from Sidney already had signed up to work it. Once we are staffed with good people, everything runs smoothly.

While smooth may not be the word to describe our recent campaign, we got all the sugar beets moved when we needed to.

Our campaign was successful despite a snowy start. The beets stored well when the deep freeze finally came, bringing our normal cold temperatures. It was business as usual, but one of those winters that was tough when we were going through it. It seemed like the worst winter ever. But, looking back, it was a fairly normal winter with the usual long stretches of sub-ze-

ro temperatures that are tough on people.

The 25 new Volvo tractors we started the campaign with performed well. We are very pleased with them.

We are pleased with Rachael Hunter, our new Division Administration Manager. She joined us several months ago and is an outstanding addition to our staff. She just took off from Day One doing a good job. Rachael's work with the Ranger (AssetWorks) system has been amazing.

Our accuracy has never been better. We've been running at 99 percent for a couple of months.

The campaign was a good one. The growers got into the field early this year, planting the next sugar beet crop, and we're gearing up for a busy summer.

Things are good.

*Troy Carl, Vice President
and General Manager,
Red River Valley Division*

Division Report: Lots of beets, bad weather

Beets and plenty of them saw the campaign running weeks longer than usual in Wyoming and eastern Montana. Worland usually wraps up by the first



week of January, but this year we ran into February dealing with the huge crop. Sidney finished in April.

A big crop was both a blessing and a problem. We hauled more beets in both locations than we ever have, but it was a real struggle because of the weather. It was just brutally cold this winter and that impacted both the beets and our team's morale.

We lost some beets because there were just so many of

them. The spring weather caught up to us we some beets deteriorated. I wasn't happy about that, but nothing could be done.

We just hunkered down and worked through one of the harshest winters I've ever seen. At both projects, the temperatures plunged to 20 below and stayed there. Any time it sticks like that, things get tougher. Trucks won't start. Trailers don't dump right and our people get worn down. Morale goes down right along with the mercury in the thermometer.

The campaign was hard, but our people really put their hearts into work and got the job done. Everyone was willing to do whatever was necessary. The team worked well together. The growers got a late start

on planting this year because it was so wet. But there is seed in the ground now, so we're looking forward to the next campaign.

In a few weeks, we'll start on a summer project hauling road base ash and road base near Lame Deer in south central Montana. The crew will include nine drivers, a technician and one manager.

The job will run for about four weeks, two weeks based out of Colstrip followed by a couple of weeks based out of Hardin. Our employees will be responsible for their own housing on this project.

Then we'll wait and see what other work summer brings.

Steve Torix, Rocky Mountain Division Manager

Division Report: Idaho rolls into summer

The Idaho Division didn't miss a beat or a beet moving from the campaign to summer construction work.

We hauled our last beets April 17 and already had started some summer projects. We've had trucks running every day. There was no downtime between winter and summer work.

Despite the challenging winter weather, we didn't discard any beets. They stored very well. Amalgamated and



Transystems worked as a team to manage the piles. We moved around a lot to get it done. We kept the

factory supplied through it all, meeting all of our commitment.

The weather did not help. You name it, it happened here. We dealt with snow and mud. My hat is off to the whole crew for soldiering through it. Everybody pitched in when they

needed to in a real group effort.

All the snow and rain will pay off this summer with abundant water for irrigation. We are looking forward to a good crop next fall.

The growers have been busy planting and should have the fields done soon. They got a little later start than usual because of the weather, but there's a good chance we'll have a great crop for the upcoming campaign.

We already are busy with
See IDAHO, Next page

Happy Birthday!

June

1. Kandice Heath, William Hinson, Billy Holum.
2. Thomas Brown, Raymond Stamp, Scott Weigel.
3. Eugene Brown, Dave Hohnhorst, Rexann Larocco, Richard Norris, David Springer.
4. Kyle Craner, Shaine Mortensen, John Scherer.
5. Klain Christensen.
6. Gillian Beliles, Luis Del Real, David Elsing, Kent Hagen, Angela Leavitt, Jack Lemmons.
7. William Biby, Chard Erickson, Kyle Keller, Jean Morris, Aric Olson, Steve Olson, Hugo Rodriguez Valdez, Lane Wacek.
8. Barb Albro, Matthew Ebertowski, Gerald Navarro.
9. Sheila Hoffland, Teresa McElhinney.
10. Daniel Dailey, Sean Scott.
11. Migeul Contreras Morales, Riley Helms, Darrell Kvernen, Trent Mulder, John Nelson, Michael Swang.
12. Manuel Araiza Reyes, Jerome Ledebner, James Peters, Patrick Rice, Jeff Steer.
13. Jeffrey Barnhill, John Jones, Phillip Martin, Thomas Stanley.
14. Dene DeMoss, Dustin Hoffman, Ernest Klimes, Scott Lynch, Lynn Masterson, Daniel Watson.
15. Kim Deardurff, Richmond Miller, Jennie Williams.
16. Lavonn Bjornson, Daniel Bruley, Bruce Bullock, Momir Simic, Alexander Torkelson.
17. Challen Anderson, Christopher Bannon, Suzanne Batt, Kendrick Carbary, Gregory Cutler, John Hoolsema, John Kinney.
18. Gary Hansen, Larry Hoffland, Roger Sharrai, Ismael Tomas.
19. Victor Barra Jr., Joseph Jones, David Kellogg, Charles McGann, Aaron Nelson, Robert Rounds.
20. Terry Bermingham, Steven Kessler, Dennis Swiderski.
21. Sean Dunn, Andrew Finsaas, Kayleb Walker.

22. Aaron Dickinson, Wayne Kling, Daniel Murray.
23. James Delaporte, Gary Golemon, Tracy Magnus, Robert Piersol, Roger Walker.
24. Shane Bloxham, Case De Jong, Leroy Faunce, Donald Hiatt.
25. Lance Bybee, Robert Clar, Dan Gochmour, Stacy Radovich.
27. Jason Bachmeier, Devin Christenson, Duane Ebertowski, Serafin Salinas, Jeff Thomas, Adam Wilson.
28. Debra Kendell, Gary Nicklaus, Thomas Quinn.
29. Michael Boulduc, Kenneth Wunch.
30. Terry Bergman, Trent Bodily, Roberto Cano, Dale Marriott, Greg Oster, Travis Patton.

July

1. Dustin Cotton, Michael Lively, Anes Sani, Robert Wickham, Ruger Wrigley.
2. Joseph Fitzsimon, Julian Jolley, Herbert Kleinsasser, Michael Sharp.
3. Shane Leiser, Virgil Mudersbach.
4. Curtis Andersen, Thomas Bartley, Michael Watson, Jayson Yates.
5. Preston Frasure, Ayanle Jama, Virginia Nicoll, Marcos Villarreal, James Wentz.
6. Jerald Anderson, Alfred Olson, Marc Paschke.
7. Rodrigo Flores, Marco Hernandez.
8. Garrett Crane, Robert Fish, Nola Gay, Jason Holt, Terrence Sieving.
9. Cindy Wang Anderson, Robert Wraith.
10. Thomas Harper, Robert Ortega.
11. Julio Bueno, Jessica Olsen, Earl Ryan, Houston Scarborough, Gregory Simmons.
12. James Briggs, Tyler Halvorson, Joseph Salsgiver.
13. Brad Brouse, Edward Reynolds.
14. Latesa Adamsen, Kirsten Burns, Steven Holyoak, Richard Larson, Douglas Stack.
15. Nathaniel Andersen, Jesse Comacho, John Davis Jr., Charles Hunt.
16. Jordan Allen, Kasey Demarest.
17. Troy Anderson, Clayton Brame, Michael Carr, Travis Estes, William

- Felts, Robert Petty, Joel Rudnik.
 18. William Anderson III, Teri Berg, Eddie Jorgensen, Matthew Keating.
 19. Donald Bertsch, Isaac De La Cruz, Miguel Gonzales, Roger Huntington.
 20. Dale Sullivan, Donald Vos.
 21. Jeffrey Howorth, James Ruthendorf.
 22. Ryan Gilk, Wade Hamby, Gregory Husfeldt, Robert Miller, Anthony Ruiz, Randy Saint, Michael Wang.
 23. Derek Brault, Thomas Campbell, Bruce Sorrels.
 24. Dennis Bekkerus, Jeffery Claiborne, Gary Cook, Steven Craft, Kari Franks, Antonio Guadarrama, Paulo Meras.
 25. Harvey Bell, Seth Butterfield, Miguel Gomez, Dale Grindahl, Rafael Rodriguez.
 26. David Boushee, Jay Knowlton, Larry Nelson, Marcus Newton, Jerome Spence.
 27. Allan Gabert, Julio Gonzalez, Gary Goodwin, Johnnie Mai, Robin McGhee, Billy Smith.
 28. John Crinoin, Jaime Lorta, Kevin Martinez, Duane Rasmussen, Tyler Tebben, Gerald Wahlen.
 29. Wallace Barney, William Marshall, John Peterson Jr.
 30. Geoffrey Glen, Clyde Miller, Virgil Timmons.
 31. Bruce Freberg, Willard Johnson, Henry Ray, Manuel Santos.
8. Joseph Bruggeman, Jeremy Faulkner, Darwin Gullick, Lonnie Heiman, Ethan Higley, Patrick Pierson, Richard Wosick.
 9. Michael Engen, Ethan George, Titus Liberty.
 10. Randy Alderman, Aaron Lee, Dan Rice, Jonathan Schmeck.
 11. Lowell Klock, Craig Tinlin, Allen Washington.
 12. Jerald Bradshaw, Michael Flansburg, Bojan Senger, Jimmy Stone, Abdi Yussuf.
 13. Christopher Anderson, Vernon Green, Myron McCrady.
 14. Scott Lind, Kirk Metzger, Kevin Miska, Luke Ottem, Mark Short, Matthew Strohmeier, Tori Todd.
 15. Christian Alvarez, Daniel Decamp, Dalton Gades, Neil Hoff, Linda Ragan, Vance Thoreson.
 16. Joseph Rameden, Tioane Valai, Lloyd Watson.
 17. Jeffrey Gainey, Geroge Knezovich, Stewart Purrington, Randall Shulsen.
 18. Toni Blood, Jose Chairez, Sheri Evenson, Reginald Fant, Joshua Rector.
 19. Ralph Clayton, Jordyn Jones, Victor Maldonado.
 20. Danny Jagggers, Dan Miller, Thomas Rocha, Zachary Terhaar.
 21. Kevin Jaenisch, Spencer King, Gregory Lavine, Oscar Lopez Zambrano, Brad Poppen.
 22. Bryan Crafton, Daniel Dodd, Tyler Niemann, Ryan Sorensen.
 23. Gilbert Trevino.
 24. Steven Bendele, Roy Lyons.
 25. Johnny Atkins, Tyler Highness, Robert Thompson.
 26. Gayleen Flick, David Nelson, Danny Smith.
 27. Joshua Horgen.
 28. Luciano Delgado, Jearl Henderson, Shawn Reed.
 29. Thomas Crosby, Glen Lowery, Mark Roberts III, Sheridan Thompson, Michael Wood.
 30. Delbert Gomez, Curtis Gosselin, Renea Shalduha.
 31. Charles Breezee, Steven Jorgensen.

August

1. Terry Barlow, Craig Hufford, Travis Lammers, Corey Larson, Bradley Loge, Charles Rogers.
2. Paul Hardwicke, Robert Neisen, James Pruet, Alan Taylor, Kevin Walkup.
3. Krista Shearer.
4. Dea Dunfee, Darrell Falline, Donald Runkle, Bradley Wilkerson.
5. Eric Bartlett, Jacob Betts, Gary Mjoness.
6. Jacquelin Cadman, Dereck Donahue, John Schnellbach Jr.
7. Jack Goodhue, Eric Hall, Bruce Jacobson, Matthew Rideout, Cyle Schwer.

Idaho

Continued from Page 14
summer work. There is a lot of construction around Idaho and we're part of it. Our off-season work consists mainly of hauling gravel and asphalt. We've got folks working in Lewiston and will be running near Boise, American Falls and Twin Falls throughout the summer.

Once again, we will be hauling lime rock for Amalgamated. It's nice to work with Amalgamated and we're happy to do it.

We're going to be busy and that's great. The work is nearby so our crews don't have to be away from home during the summer. It's nice to have local work for our people. We are well staffed and ready to

continue on with our summer projects.

While everyone did a great job during the campaign, I'd like to commend Tyler Wetherelt for stepping in as Project Manager at Twin Falls. He did a great job and I'm proud of him.

Kevin Iversen, Vice President, General Manager, Idaho Division

Good news



The Paul crew got together to celebrate with a picnic in early April. “We had a barbecue to show our appreciation for a job well done, especially with the challenges we faced this season,” Project Manager Coral Torix said.

East Grand Forks Project Manager Rick Larson is a big fan of hockey, especially when his daughters are the ones ripping around the ice rink. Annika, left, and Allison, right, play for the team Storm.



Here come the brides!

Above, Hillsboro Clerk Tessa Svaleson and Eric Kent were married May 13th. Below, the Service Center’s Stacy Radovich and Red River Valley’s Ben Purrington have both worked for Transsystems for years, but they didn’t meet until last May. Now they’re planning a Spring 2018 wedding. The couple and their children, Brandon, Dylon, Hannah and Tyler, will live in Ada.

