

DISPATCH



ABOVE: From left, Bruce Carswell, vice president Permian Basin Logistics; Kurtis Lindsey, TNMR general superintendent; Geoff McCormick, TNMR general manager; and Dan Blank, Union Pacific manager-train operations, tour the new facility in Monahans, Texas. **RIGHT:** TNMR crews run their first revenue train through the Monahans interchange yard July 20. From left are John Lindsey, student conductor; Michael Adams, conductor; Hayden Bean, conductor; Kurtis Lindsey, TNMR superintendent; Chris Bayless, conductor; and Charles Seabolt, locomotive engineer.



Interchange yard relieves congestion in Monahans

The opening of a \$15.5 million interchange yard in Monahans, Texas, means less congestion and more business for Texas-New Mexico Railroad.

The yard was built after traffic outgrew the track space at the old Monahans yard, which is still in service. The new interchange consists of yard track with the rail extended 8,000 feet on a single track and three new tracks, each with 4,000 feet of rail.

Iowa Pacific Holdings executives began talks with Union Pacific Railroad about a possible interchange in 2011. UP broke ground in February, and the project was completed by July 1. Although the interchange is on UP property, Iowa Pacific

Holdings contributed approximately \$1.6 million to the project.

"The new yard relieves congestion and accommodates the growth we are having," said Geoff McCormick, general manager. "There is now a track for our inbound and outbound unit trains that carry crude oil and frac sand."

Texas-New Mexico Railroad has established an office in Monahans and has two crews that operate out of the area. UP has two local crews and a road crew, and has increased management presence there. Since UP and TNMR are working so closely together, McCormick said they have established a good working relationship.

"We are coordinating well together,"

he said. "Our dialog back and forth has improved."

The interchange yard will be used to handle the increased traffic, which has boomed due to rising demands from the oil fields. Some of the newest products include drilling pipe and crude oil.

"As business continues to grow, we will have less terminal delay and can separate our traffic from Union Pacific," McCormick said. "We now are able to interchange our unit trains without having to split them up."

TNMR and Union Pacific officials toured the yard June 25, which included familiarization on a locomotive. The first TNMR revenue train ran through the yard July 20.

Matching paint adds aesthetic value

Mount Hood Railroad's rolling stock gleams as it makes its way through the Oregon fruit orchards and mountains with its newest paint scheme.

The completion of a 5,000-square-foot maintenance shop has allowed employees to match the paint on the railroad's rolling stock. They

completed the first four dinner train cars and are working on 12 of the passenger cars. The cars all will match with a glossy finish.

According to Ron Kaufman, Mount Hood general manager, they are looking at paint upgrades for locomotives and other equipment.



Mount Hood Railroad's four dinner train cars shine like new with an updated paint scheme.



The front of the restored depot in Wolfforth, Texas, includes unique railroad decor like a train order board and a genuine Atchison, Topeka and Santa Fe Railway switch lantern. Photos courtesy of Bruce Carswell, vice president of Permian Basin Logistics



The original Whiteface depot receives an addition of the freight and baggage section of the building, which was removed in 1970.



ABOVE: Neudorf Construction uses a winch truck to jack up the Whiteface depot in preparation for its move to Wolfforth, Texas. **LEFT:** The Whiteface, Texas, depot, pump house and water tank serve trains on the Panhandle and Santa Fe Railway. Photo circa 1931.



The Whiteface depot serves as West Texas & Lubbock Railway's headquarters in Wolfforth, Texas. The restored building has original details, including pine shiplap siding, Colonial yellow paint and double-hung sash windows.

Dilapidated depot a diamond in the rough

Railroad history lives on after West Texas & Lubbock Railway restored a 1925 Panhandle and Santa Fe Railway depot as its headquarters in Wolfforth, Texas.

Since Iowa Pacific Holdings purchased WTLC in 2002, the plan was to move the headquarters from Brownfield, Texas, to Wolfforth. According to Bruce Carswell, vice president of Permian Basin Logistics, Brownfield is best suited for freight rail rather than a support yard, and the Wolfforth location is a better fit for administrative needs.

History of the Whiteface Depot

The Panhandle and Santa Fe Railway was a subsidiary of Atchison, Topeka and Santa Fe Railway, and was chartered Nov. 2, 1886. In 1925, it built a rail line from Lubbock to Bledsoe, Texas, and constructed four depots in Levelland, Whiteface, Lehman and Bledsoe. The depots had a waiting room, station agent's office and large rooms for freight, baggage and express shipments.

By 1970, Whiteface was no longer handling express and small freight shipments, so that portion of the depot was removed leaving

the waiting room and station agent's office. The station agent continued to play a role providing a personal contact for farmers, ranchers and oilmen who needed to ship their products.

In the 1980s, the depots were retired as technology and evolving business practices replaced the station agent's role. A Lubbock rail enthusiast bought the Whiteface depot and moved it to farmland where it was used as the centerpiece of his historic rail artifacts.

After weather, deterioration, vandalism, pigeons and bees took a toll on the depot, West Texas & Lubbock Railway purchased the building and started its facelift in 2011.

The Whiteface Depot Today

Reconstruction started by moving the existing structure to Wolfforth to be rebuilt. During the move, the roof had to be removed due to extensive dry rot.

Once the building was in Wolfforth, the freight and baggage section of the building, which was removed in 1970, was restored to provide additional office space. Pine shiplap siding, which is identical to that used by the Santa Fe in 1925, adds historic detail

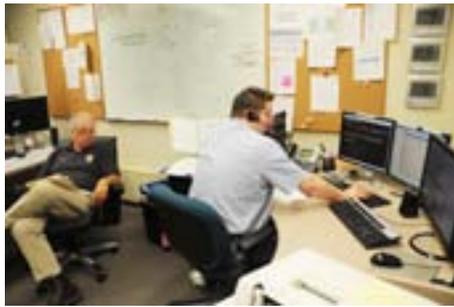
to the exterior. Special attention was given to aesthetic features, including double-hung sash windows, roof corbels, red roofing shingles and faux baggage doors, which recreate the depot's original appearance.

Interior details are just as original to the depot with a Santa Fe bulletin board, the original depot safe and a painting of the operator's bay room in 1956 done by Ed Jennings, a Santa Fe station agent who was based in Whiteface.

WTLC employees had the ribbon cutting for the restored depot March 28 with Wolfforth Mayor L.C. Childers doing the honors alongside former Lubbock Mayor Tom Martin.

"Probably the best thing is that the building has plenty of room to conduct business, and of course it looks nice and is a pleasant place to work," Carswell said. "It is much better equipped for meeting with the many new customers who are using our two local railroads."

The attention to detail and original railroad pieces makes Wolfforth headquarters more than an administrative office; it's a tribute to the rich heritage of the rail lines it serves.



ABOVE: Fire departments from seven local New York towns respond to the emergency drill in Riverside, N.Y. They use the Jaws of Life, a hydraulic rescue tool, to cut open the automobile. **RIGHT:** New York emergency crews collaborate with the Saratoga & North Creek Railway during a preparedness drill July 25 in Riverside, N.Y. Photos courtesy of Robert Andrews, principal fire protection engineer

Erik Myers, chief operations clerk/dispatcher, right, coordinates an emergency response drill to a mock vehicle-train collision, while Kenneth Jamin, FRA Operating Practices Examiner, evaluates.

A Saratoga & North Creek Railway conductor evaluates the collision and notifies the dispatcher during the emergency drill July 25.



Emergency drill tests S&NC preparedness

Saratoga & North Creek Railway conducted a full-scale emergency preparedness drill July 25 to evaluate response skills in the remote New York area.

The drill consisted of an automobile hitting a train at a grade crossing near Riverside, N.Y. In this scenario, the automobile drove underneath the passenger car, its gas tank ruptured and the fuel caught fire.

Erik Myers, chief operations clerk/dispatcher, coordinated the drill response from the Wisconsin-based NOC. FRA Operating Practices Examiner Kenneth Jamin evaluated Myers' response and the preparedness of the dispatch center throughout the drill.

According to Myers, the drill consisted of the locomotive engineer calling in the vehicle collision and reporting injuries and a possible fire. He took the locomotive engineer's information and notified the local emergency response team. Throughout the drill, he maintained a communication link between the train crew and Warren County emergency dispatch.

"We have a comprehensive emergency response book for these situations," Myers said. "Dispatchers know the information and are even tested on the content. When we have an emergency, we can pull out the book and use it as a guide."

Seven local fire departments and three emergency medical squads participated in the drill. The fire departments used the Jaws of Life, a hydraulic rescue tool, to cut open the automobile and remove the driver.

Although the collision was only a drill, Myers was still a little nervous with so many eyes on him. He said the level of scrutiny was very high with several FRA inspectors, Art Miller,

director-safety and operations standards, and Andy Christl, chief dispatcher, listening in.

"I wanted to represent NOC and the dispatchers well, and even though the situation was not real, it was still nerve-racking," Myers said. "Once we got started and I settled in my role, I calmed down."

The drill was a way for Saratoga & North Creek Railway to work out the possible kinks in its emergency preparedness plan. Myers, who has dispatched three years, said practice becomes form and dispatchers need the opportunity to experience an emergency.

"We can run the situations through our heads, but we need the drill to put the procedures into place and have something to draw from in a real emergency," he said.

Saratoga & North Creek Railway was an ideal place to practice the emergency drill because the area is mountainous and isolated with very little cell service. Myers said 95 percent of the communication must be done via the radios, which adds a layer of difficulty.

Railway employees and emergency crews found value in the full-scale emergency preparedness drill. Myers said the NOC will use the drill as a learning experience for its four dispatchers, chief dispatcher and chief operations clerk who run the dispatch center. According to Brian LaFlure, Warren County fire coordinator, one lesson he learned was to have responders program the railroad's frequency into local fire department radios.

Although this was the first drill for Saratoga & North Creek Railway, railroads are federally mandated to conduct annual disaster drills as part of the emergency planning process.

Crude oil operations in sight for TNMR

Texas-New Mexico Railroad welcomes more new business, as crude oil facilities establish a presence in Texas and New Mexico.

BioUrja Trading, a Houston-based energy commodities trading company focusing on the purchase and sale of ethanol, petroleum products and crude oil, is opening a small crude oil facility in Hobbs, N.M. The facility is opening under its subsidiary, LogiBio, and will utilize an unused siding in Hobbs to transfer crude oil from trucks into railcars. It plans to start operations in September.

Currently, Genesis Energy is building a large crude oil facility near Wink, Texas, with 4,000 feet of new track and a parallel road to allow trucks to load into railcars.

A midstream energy master limited partnership headquartered in Houston, Genesis Energy wants to construct storage tanks and a second track in Wink.

“The impetus behind both of these facilities is the increase in oil production in the Permian Basin due to new drilling, coupled with constrained pipeline capacity to ship the oil,” said Bruce Carswell, vice president of Permian Basin Logistics.

Crude oil from both these facilities will be shipped to refining centers along the Gulf Coast and possibly into California.

This newsletter appears under the direction of the president. For news coverage, contact Megan at the newsletter office by phone at 402-475-6397, mail to 1845 S. 11TH ST, LINCOLN, NE 68502-2211 or email megan.blume@newslink.com. This material is intended to be an overview of the division news. If there are any discrepancies between this newsletter and any collective bargaining process, insurance contracts or other official documents, those documents will govern. Iowa Pacific Holdings continues to maintain and reserves the right, at any time, to alter, suspend, discontinue or terminate all plans and programs described in this newsletter. This newsletter is not an employment contract or any type of employment guarantee. Thanks to everyone at Iowa Pacific Holdings who took time to contribute to this newsletter, including but not limited to, Robert Andrews, Bruce Carswell, Ron Kaufman and Art Miller.

Iowa Pacific
118 South Clinton Street
Suite 400
Chicago, IL 60661

PRSR STD
US Postage
Paid
Mail U.S.A.

Wiley a loyal TNMR companion

The Texas-New Mexico crews welcome a new mascot, a half coyote/half German Shepherd, who has taken up residence at the Eunice, N.M., shop.

Wiley, as the crews named him, arrived with ribs sharply protruding, limping and displaying obvious signs of neglect and abuse. TNMR employees adopted him and nursed him back to health by sharing their lunches and offering head rubs and belly scratches.

“Wiley quickly overcame his fear of people when he encountered the outstretched hands of TNMR crews, hands which usually bore goodies,” said Art Miller, director—safety and operations standards. “Wiley developed a hankering for Subway sandwiches, McDonald’s McDoubles and dried pig’s ears.”

Jim Prokes, Chicago Terminal locomotive engineer, said crews noticed Wiley walking around the tracks, but he was hard to approach for several weeks. Once Wiley began to stick around the shop, crew members chipped in money to take him to a veterinarian.

“When I took him to the vet, they said he was in good shape overall, but his rear leg is sort of bum,” Prokes said. “The vet gave him a bath, and he was like a new dog when we picked him up.”

Although Wiley looks wild with a coyote heritage, Prokes



ABOVE: Jim Prokes, Chicago Terminal locomotive engineer, feeds Wiley, a coyote-canine mix, who has taken up residence in Eunice, N.M. **LEFT:** Wiley, who originally showed signs of neglect and abuse, is now part of the Texas-New Mexico Railroad family.

said the dog is very calm and likes to be petted for hours.

“Having Wiley on the TNMR is like the fire department having a Dalmatian,” he said. “It makes it fun to come to work, and we look forward to seeing him.”

Prokes, who was at the Texas-New Mexico Railroad helping train new crews, has since returned to Chicago. He is impressed with the way the TNMR crews stepped up to care for Wiley.

“Wiley is a four-legged mirror of the rugged east New Mexico landscapes that were his home until he adopted the TNMR crews, and the TNMR crews simultaneously adopted him,” Miller said. “We don’t know his heritage, but what is certain is that he has become a loyal companion to TNMR crews as they report to and tie up at the Eunice shop.”