

DISPATCH



A Texas State Railroad passenger train heads eastbound near Maydelle for a Pumpkin Patch Special event.

Exciting plans made with purchase

Iowa Pacific Holdings finalized the purchase of Texas State Railroad in August, taking over operations from American Heritage Railways. Planned restoration of the only historic steam railroad in Texas will aid industrial development and economic growth, in addition to tourism opportunities.

The 28-mile railroad runs between Palestine and Rusk, offering passenger service between the two towns. In Palestine, an interchange agreement has been made with Union Pacific, which will be the

connection to the outside world.

“We will offer special events through the year in addition to regular passenger service,” said Earl Knoob, general manager. “For one, the Polar Express starts in November. We’re just trying to keep things interesting and happening, and be on the lookout for tourist events year-round.”

As part of the transaction, American Heritage Railway of Texas LLC will be renamed Rusk, Palestine and Pacific Railroad LLC, although it will continue doing business as Texas State Railroad.

In a recent press release, IPH President and CEO Ed Ellis said, “We are very excited about this opportunity to build on the substantial achievements that American Heritage has made, in cooperation with the Texas State Railroad Authority, in improving the Texas State Railroad’s infrastructure and in developing the tourist ridership. We already are taking steps to continue this progress by further developing passenger services, reconnecting the railroad with the national rail network at Palestine and implementing freight service.”

Engine 316 receives restoration

One of the goals of Iowa Pacific Holdings’ managers is to restore historic locomotives and cars to their original appearance. In honor of Engine 316’s 111th birthday, IPH has restored the steam engine to its appearance as it looked in regular service on Texas & Pacific Railway in the late 1940s.

Engine 316 was built by Cooke Locomotive Works in Paterson, N.J., in November 1901 for the Texas & Pacific Railway. Built as a passenger and freight engine, 316 was used on mainline trains. As newer and larger locomotives became

available, 316 downgraded to local freight and branch line service.

In the early 1950s, the 316 was sold to a short line railroad, Paris & Mount Pleasant, operating between the two Texas towns.

“By the late 1950s, the 316 was worn out and slated for scrapping,” said Earl Knoob, general manager. “However, fate stepped in to save it when the city of Abilene, Texas, sent a request to Texas & Pacific Railway for a steam locomotive to display in its public park to celebrate the city’s 75th birthday.”

By that time, Texas & Pacific Railway had no more steam engines to donate, but someone remembered 316 in Mount Pleasant. Texas & Pacific Railway then purchased 316 from Paris & Mount Pleasant, renumbering it 75 in honor of Abilene’s birthday. The steam engine remained in an Abilene park until the early 1970s when it was donated to the Texas State Railroad for restoration operation.

The engine was renumbered another time to 201 when it was returned to service in 1978 by the Texas State Railroad. Today, Texas State Railroad owns the only two



BOSS Energy Resources facility in Seagraves, Texas, will provide the Permian Basin with frac sand supply operations. West Texas & Lubbock Railway will assist with deliveries.



Northern white sand from the Upper Midwest will be delivered to Lubbock and hauled to BOSS Energy Resources in Seagraves, Texas. A loop track is under construction alongside the facility, which will help with efficient deliveries and an extensive storage alternative.

WTLC adds BOSS Energy Resources customer

West Texas & Lubbock Railway welcomes a new customer in the Permian Basin, BOSS Energy Resources. With frac sand as one of the highest volume products used in hydraulic fracturing completions, BOSS Energy plans to enhance the basin's local frac sand supply operations.

Construction is under way in Seagraves, Texas, for the Permian Basin's first drying plant and unit train facility. This plant will be supplied by a significant reserve located in the Wonewoc Sandstone formation in western Wisconsin.

"This is going to be a fairly significant facility at the end of our line from Lubbock to Seagraves," said Bruce Carswell, vice president of Permian Basin Logistics. "The concept is that BOSS will bring unprocessed northern white sand out of the Upper Midwest, which is desired in the oil

field fracking process."

BOSS Energy will have the capacity to produce more than 1 billion pounds of American Petroleum Institute certified size 20/40 and size 30/50 sand product in a year, at a rate of about 150 tons per hour. The facility will be able to wash, dry, size and screen frac sand year-round, 24 hours a day.

"Each train will have 100 cars and each car will hold 110 tons of sand," Carswell said. "The capability is several trains per month. We have an arrangement where we'll help the facility unload the train and deliver the product."

To assist with efficient deliveries of sand, BOSS Energy has constructed a loop track alongside the facility. Unique to the dry plant facility will be the unit train process, which will allow for stockpiled sand to be processed as needed.

"Most frac sand facilities leave the product in the railcars until they are ready for it," Carswell said. "With BOSS Energy's heating and drying process, they don't have to hold sand and will have an extensive storage alternative. This will be a more efficient process for both BOSS Energy and West Texas & Lubbock Railway."

BOSS Energy will be online and ready to start shipments by Dec. 1. With crude oil facilities, such as Genesis Energy, also on the line with the Texas-New Mexico Railroad, business with Permian Basin railroads overall will keep busy into the new year.

"We're still setting record traffic levels," Carswell said. "The end of the year is shaping up to be pretty busy. Things are humming in the oil field."

Engine 316's restoration

Continued from page 1

preserved original locomotives of the Texas & Pacific Railway, and the 316 is the only one in operation.

"Engine 316 is up and running for regular passenger traffic," Knoob said. "Texas State Railroad is the only steam-operated excursion train in the state of Texas. There are currently two operating steam engines and two more in the restoration process."

IPH plans to have another steam engine restored by spring 2013.



In honor of its 111th birthday, Engine 316 was restored to its original appearance as if it was in operation on the Texas & Pacific Railway in the late 1940s.

Mount Hood offers 'Johnny Cash' performance

Mount Hood Railroad continues to bring sold-out crowds to its new club car events, most recently a Johnny Cash tribute artist performance.

"It has been well-received, and the community really enjoys the show in our new club car," said Ron Kaufman, general manager.



Brandon Cash performs on a Mount Hood Railroad club car.

The tribute artist, Brandon Cash — no relation — performed three shows beginning in August and ending Oct. 14.

When attendees weren't enjoying dinner and dessert, they were singing along to Johnny Cash hits during the 30- to 45-minute performance. Young and old alike took part in the nostalgic concert.

"One older gentleman was in the front row and just tapping his foot and singing along with every song," Kaufman said. "There is just something about Johnny Cash and railroads; they seem to go together."

The crowd particularly enjoyed Cash performing the entire concert with his guitar and no backup tracks.

"One thing that I'm most impressed by this individual is as far as an impersonation, voice, playing guitar and movement goes, he is an A-plus for people who appreciate Johnny," Kaufman said. "This guy could have easily played the part in the movie, 'Walk the Line.'"

According to Kaufman, additional club car performances can be expected in 2013, especially as work on the new paint scheme for passenger and dinner train cars continues.

"Seven to eight cars' paint projects are completed now, and we hope to have three more complete before the Polar Express kicks off in November," he said. "Polar Express numbers are up a little bit from last year, and we're looking forward to continued success at Mount Hood."

Seven new DSLEs named



Chicago Terminal DSLE Jim Prokes



Rusk, Palestine & Pacific Railroad DSLE Scott Rohal



Chicago Terminal DSLE Phil Van

Seven new Designated Supervisors of Locomotive Engineers have completed Iowa Pacific's new intensive classroom and field training program.

"Local railroad DSLEs are the front line of locomotive engineer supervision," said Art Miller, Iowa Pacific's system DSLE.

Years ago, a DSLE was called a Road Foreman of Engines. The FRA's locomotive engineer certification program back in the mid-1990s changed the title and expanded the DSLE's duties.

Accordingly, DSLEs now must be experts in drug and alcohol regulations, operating practices and safety rules, hours of service and air brake safety laws, locomotive mechanical issues, as well as the traditional train handling skills. Their primary objective is still to

enhance safety.

DSLEs are locomotive engineers selected by local railroad general managers or superintendents based on safety records, train handling skills and interest in the program. The program requires approximately 40 hours of structured individual and classroom studies, a comprehensive exam, field demonstrations and graded proficiency tests.

New DSLEs are:

- Jim Prokes, Chicago Terminal
- Phil Van, Chicago Terminal
- Earl Knoob, Rusk, Palestine & Pacific
- Scott Rohal, Rusk, Palestine & Pacific
- Jason Trujillo, San Luis & Rio Grande
- Brett Wallace, West Texas & Lubbock
- Fred Romero, Texas-New Mexico

Principle DSLE duties are conducting annual locomotive engineer check

rides, initial certification check rides and annual stop tests. All DSLEs are, or will become, Part 217 Efficiency Testing Program Testing Officers.

IPH's DSLE training program recently was enhanced as part of the new Part 240 System Locomotive Engineer Certification Program. The new program is designed so it can be easily applied to newly acquired railroads. Not only does it contain a standardized system DSLE program, but appendices also cover specialty qualifications for heavy mountain grades, passenger services, steam locomotive operations and individual joint operations programs for railroads with trackage rights over Class 1 railroads.

"They're a valuable addition to their home roads, plus they can go anywhere on the IPH system," Miller said.

Polar Express

This newsletter appears under the direction of the president. For news coverage, contact Ashley at the newsletter office by phone at 402-475-6397, mail to 2201 WINTHROP RD., LINCOLN, NE 68502-4158 or email ashley.reinsch@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 by not limited to, Bruce Carswell, Ron Kaufman, Earl Knoob and Art Miller.

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All aboard for a magical evening ride as trains across the Iowa Pacific system become the Polar Express, decorated for the holidays. The ride features a read-along of the book, an appearance by Santa Claus and his elves, caroling, hot cocoa, a treat and a special gift for children on a round-trip to the "North Pole." Children are even encouraged to wear their pajamas.

Everyone attending must have a ticket, including children sitting on your lap under the age of 2 (a "babe-in-arms" ticket can be obtained upon purchase). Ticket sales are final. Events will be held rain or shine. All tickets should be picked up at the will-call window after 4 p.m. the same day of the event.

Guests riding in a dome or parlor car will receive a Polar Express souvenir mug.

Mount Hood Railroad

When: Dec. 1, 2, 5-9, 12-16, 19-23, 27, 28
Where: 110 Railroad Ave., Hood River, Ore., 97031
Times: 11:30 a.m., 2 p.m., 4:30 p.m., 7 p.m.

Ticket Prices:	Adults	Children (ages 2-12)
	Coach: \$26	Coach: \$18
	Lower Dome and Parlor Car: \$36	Lower Dome and Parlor Car: \$28
	Upper Dome: \$46	Upper Dome: \$38

For more information, call 800-872-4661 or visit <https://www.mthoodrr.com/mt-hood-polar-express.html>.

Saratoga & North Creek Railway

When: Dec. 1-3, 5-10, 12-23, 27-30 • Jan. 2-6
Where: 26 Station Lane, Saratoga Springs, N.Y., 12866
Times: 5:30 p.m., 8 p.m.

Ticket Prices:	Adults	Children (ages 2-12)	Babe in arms (under 2)
	Coach: \$30	Coach: \$20	Coach: Free
	Premium Coach: \$40	Premium Coach: \$30	Premium Coach: Free
	Lower Dome: \$55	Lower Dome: \$40	Lower Dome: \$10
	Upper Dome: \$60	Upper Dome: \$45	Upper Dome: \$10

For more information, call 877-726-7245 or visit <https://www.sncrr.com/the-polar-express.html>.

Texas State Railroad

When: Dec. 1-2, 7-23, 26-29
Where: Park Road 70, Palestine, Texas, 75801
Times: 3:45 p.m., 5:15 p.m., 6:45 p.m., 8:10 p.m.

Ticket Prices:	Adults	Children (ages 2-12)	Babe in arms (under 2)
	Standard Class: \$40	Standard Class: \$20	Standard Class: Free
	Lone Star Lower Dome Class: \$69	Lone Star Lower Dome Class: \$45	Lone Star Lower Dome Class: \$10
	Upper Dome Class: \$99	Upper Dome Class: \$75	Upper Dome Class: \$10

For more information, call 877-726-7245 or visit <https://www.texasstaterr.com/polar>.

West Texas & Lubbock Railroad

When: Dec. 1-3, 5-10, 12-23, 27-30 • Jan. 2-6
Where: 103 North Steck Ave., Wolfforth, Texas, 79382
Times: 4:30 p.m., 6:30 p.m., 8:30 p.m.

Ticket Prices:	Adults	Children (ages 2-12)	Babe in arms (under 2)
	Coach: \$32.47	Coach: \$21.65	Coach: Free
	Lower Dome: \$59.53	Lower Dome: \$43.30	Lower Dome: \$10
	Upper Dome: \$64.95	Upper Dome: \$48.71	Upper Dome: \$10

For more information, call 877-726-7245 or visit <https://www.westtexaspolarexpressride.com>.

