Oil boom boosts Permian roads

by Jay Benedict
Digital Communication & Social Media Specialist

Watco rolled the dice in 2015 when it brought on the Lubbock & Western (LBWR) and Texas & New Mexico (TXN). In 2017, that gamble paid off. In a year that was full of success stories for Watco, these two roads, along with the Pecos Valley Southern (PVS) hit it big.

The year brought an average of 119.9% more traffic on the three roads, which totals to over 33,500 more cars than 2016. That traffic increase led to a 122.9% revenue increase, or a year-over-year gain of more than $20.5 million. These performances were driven by demand for frac sand due to the reinvigorated Permian Basin oil drilling industry in west Texas.

"Market sentiment changed going into the second half of 2016. In quarter three of 2016, all of our Customers really started talking positive. In September/October, they submitted revised forecasts, and from about December 2016 to the end of 2017 it was almost a straight shot up," said Kurtis Lindsey, commercial manager for all three properties.

Lindsey says stability in the market, the price of oil creeping back up, and technological advances that led to cost savings in the fields are what started making Customers more upbeat in mid-2016.

"These three factors worked together and all through 2017 the oil price stayed above the level that a lot of these operators needed it to be to turn a profit," Lindsey said.

Resuming production wasn’t the only driver of sand demand and rail traffic growth. Wells being drilled have increased in size, so the amount of sand they need to pump into each well increased dramatically. In 2014, companies pumped about 700 pounds of sand per lateral foot. Now, that number is between 2,000 and 2,500 pounds per lateral foot.

"Sand consumption, how much sand they’re now using, is probably the biggest driver of what led to these increases," Lindsey said. "The fact they were operating and making money didn’t hurt matters."

Just before the downturn, several Customers on the TXN, like Schlumberger and CIG, invested heavily in their facilities. Then, due the market environment, those facilities sat under-utilized. When the situation turned around, it was a race to get them back to capacity. One Customer went from receiving 200-300 cars each month to receiving around 1,200 monthly. Transloading Customers like Nova Mud and Bulk Transfer increased their sand orders and started receiving large quantities of the pipe needed to pump the extracted crude to the Gulf.

While the spike in traffic was a financial boon, it created new challenges for the operations teams, particularly on the TXN. One of the biggest changes was that traffic started arriving as unit trains.

"We were working miracles," Lindsey said. "Some months when everything hit us all at once it was amazing to watch the Operations Team accomplish what they did."

Starting out, the Team was handling 2,000-3,000 cars monthly, which was sustainable according to the railroad’s general manager, Denon Green. When the boom hit, that number jumped to 5,000 and peaked at 5,500. Green added two new crews in Monahans, Texas, and hired one new Team Member, but also had to bring in rail contractors to man the rest of the positions. Working the oil fields pays less per hour, but they work so many hours that it ends up being more lucrative.

"The TXN is a one way in, one way out operation, and Monahans is the hub of it. Everything that happens on the TXN starts at Monahans and finishes at Monahans," Green said. "It’s fun to look back over 2017, but it wasn’t fun going through it. Every day posed a new challenge, but somehow we kept a cool head and were able to overcome it."

Lindsey says the outlook for 2018 is strong. Total frac sand demand for the U.S. was 85 million tons in 2017. The forecast for 2018 is 115 million tons, and about 35-40% of that is Permian demand. The Team is likely facing another record-setting year.

"The people that made 2017 possible was the train crews, track crews, and mechanical staff. I can’t stress enough how much they had to do to make what happened happen. Those crews work day in, day out to get this stuff moving," Lindsey said.

Green and the TXN team recently commissioned a 6,100 foot siding in Monahans. He hopes to build another near Jal, New Mexico, so they don’t have to inconvenience the Customer whose siding they’re using to let north and southbound train pass each other, and they’re extending one of the classifying tracks. The TXN also instituted a permitting process that helps track how much and when Customers are bringing in product. The hope is to alleviate as much congestion as possible, improving service to Customers, and making life easier for the crews going forward.

“I have to take my hat off to those guys. I didn’t hear any griping or complaining. They knew what they were facing on a day-to-day basis, and at the end of the pay period they were handsomely rewarded, so I think everything worked out well,” Green said.
Farmers grow a lot of milo in Western Kansas, and Watco Customer Archer Daniels Midland (ADM) had around 3 million bushels between Selkirk and Leoti, which is about 30 miles east of the Colorado border. When an urgent need to ship that milo arose, ADM turned to Watco.

Selkirk and Leoti are both located on the Kansas & Oklahoma Railroad (KO). After the topic arose during discussions between ADM and Watco vice president of commercial Doug Story and commercial manager Casey Harbour, they brought KO general manager Jimmy Patterson in the loop to help solve the problem.

“They needed to move it over about a 60-day period of time. Casey and I went to Jimmy, and he came up with an operating plan that utilized 50-car unit trains,” Story said.

The milo is leaving Selkirk and Leoti bound for Hutchinson, Kansas. ADM then loads the milo onto shuttle trains heading to Houston, where it will embark on a vessel bound for China. Patterson and the KO Team’s plan for their portion of the move includes three dedicated unit trains running at intervals. One is spotted for loading while another loaded train is en route to Hutchinson and the third makes its return trip after being unloaded. Each train makes its turn in about five days.

“Every year we do some, but it just depends on what the export demand for milo is. The last couple years it’s been pretty good,” Story said. “We haven’t had to move it in such a condensed time period and this fast.”

Usually, milo starts moving just after harvest, which is in October and November, and it will move steadily through the first part of March. Milo is used as livestock feed in China, and the demand can fluctuate based on what is being fed and what the U.S.’s price relationship is compared to other places in the world that are producing milo. This year, the demand from overseas didn’t come until January. So, what Watco usually does in four or five months was condensed to two.

This happened at a time when the wheat market is down and the grain isn’t moving. Watco has a hopper car fleet of about 1,200 cars between the South Kansas & Oklahoma Railroad and the KO. The down market led to a lot of those cars sitting idle.

“We really needed to find opportunities to keep our cars moving, so this created a really good opportunity to keep our cars from sitting while also providing that service to ADM,” Story said.

This feature in The Dispatch and on our social media accounts (Facebook, Twitter, Instagram, and LinkedIn) highlights products Watco transports. Article written by Jay Benedict, Digital Communication & Social Media Specialist.

If you have a idea for a future story email nbenedict@watcocompanies.com.
Ronald Richey joined the Watco Team when Oklahoma Transload Services began its operations in August 2017, and he’s enjoyed every minute of it.

“I love being outside working. Watco has been like a God-send for me. Derek Mooy, the terminal manager here, has been great. It’s a good staff and I’m thankful to be a Team Member,” Ronald said.

Oklahoma Transload Services is located in Oklahoma City, right next to Watco’s Stillwater Central Railroad yard. It operates 24/7 and handles commodities such as frac sand, lumber, shingles, coil wire, and more.

The facility was purchased from Base, Incorporated and Ronald started working for Base prior to the purchase.

“I was grandfathered in. I had worked here for maybe a month before Watco purchased the facility in August 2017, so I wasn’t part of the previous regime for very long,” Ronald said.

He is always busy around the terminal. That includes unloading trucks with forklifts and working on the sand operation. The terminal has a stationary sand loader, so aside from running the loader, Ronald also works as a conductor and engineer. He’s also spent time at WTPS Oklahoma City operating the portable sand conveyor.

“We do a little bit of everything and I kind of like that. It’s never the same,” Ronald said.

When Ronald has time off, he spends time with his four children and enjoys cooking. He says Italian is his favorite and lasagna is his specialty.

“I’m like a part-time chef, I guess. I just like comfort food,” Ronald said. “Some people would call it soul food. We just call it comfort food, home food. I’m a comfort food kind of guy.”

Born and raised in the Oklahoma City area, Ronald worked at a garage door company before entering the transportation industry. When the work there slowed down, he was forced to look elsewhere and is happy to have made it to the Watco Team.

“Like I said, I’m proud to be a Team Member. I’m loving every minute of it. I haven’t looked back, and hopefully, God willing, I’ll retire from here. He provided me a job so I could provide for my family, so I’m happy,” Ronald said. “Everybody from Watco has really treated me great. I can’t say enough that I’m proud to be Team Member. I’m really thankful for everybody here. The company is great. The support is unbelievable. Anything and everything we need to make us successful has been afforded us.”

Editor’s note: We enjoy sharing your stories on why our Team Members enjoy working at Watco. #WhyWatco stories are shared in video format via Facebook, Twitter, Instagram, and LinkedIn.

Watco had some very young Team Members working for us last month as part of an innovative learning experience called “Just Imagine Kansas,” an annual event in which fourth grade classes create and operate a model town for a day.

A $500 grant from the Pittsburg Community Schools Foundation provided seed money, and area businesses such as Watco donated goods and financial support.

The fourth grade classes spent weeks leading up to the event taking on the roles of business leaders, including planning their budgets, creating signs, packaging up products, filling out work schedules, printing business cards, and learning to make change.

Herminia Escobar, a fourth grader working the Watco table, said, “This is probably the most fun that I’ve had at school.”

Herminia and her co-worker Jack Martinez had a steady stream of customers purchasing their goods and learning about Watco.

Herminia Escobar and Jack Martinez work the Watco table at the annual Just Imagine Kansas event at Lakeside Elementary School in Pittsburg, Kansas. The event is designed to teach kids about the economy works.
If you were to take a hard look at the Kansas & Oklahoma Railroad, you’d discover certain enduring characteristics that give the KO its personality. One of those personalities is office administrator Sherlyn Graham who has been bringing her smile and style to the KO for the past 25 years. “Miss Sherlyn,” as the Team Members refer to her as, celebrated her diamond anniversary on January 19, 2018, but her railroad ties go back even further than that. Graham began her railroad career on June 23, 1976, when she hired on as a billing clerk with the Atchison, Topeka and Santa Fe Railway in Hutchinson, Kansas. Over the next 15 years she worked at several ATSF locations holding many positions from Crew Caller and Demurrage Clerk to Dispatcher and Communication Coordinator before taking a job with the Central Kansas Railway in 1991 which would later be purchased by Watco and reborn as the K&O Railroad in 2001.

“Watco came in with their feet on the ground and really took hold. I realized there was a better life after the Class I,” Graham continued to talk about the advantages of the short line world listing job security and having a real home as some of the highlights.

Miss Sherlyn has made a big impact on the people she’s worked with over the years. So much so that a station on the Conway Springs Subdivision was changed from Carvel to Graham Junction in 2005, an honor few can say they’ve been bestowed.

KO roadmaster Herb Lamkin, who will celebrate 25 years himself in May of this year said, “From every new hire Team Member to the 20-year veterans, if you walked in the front doors of the KO, you’ve been greeted by Sherlyn’s smile. She’s an old school railroader with a ton of experience and knowledge.”

So, after 42 years in railroading, is Graham ready to retire? “That’s a secret,” she said. “But I’m not ready for the rocking chair just yet.”
Watco Wellness

Heart Healthy Tips

by Kaleigh Walker
NSCA-CPT; Yoga Alliance 200-HR;
Certified Nutrition Coach

During the month of February, we already automatically think of hearts, so it’s the perfect time to focus on your heart health! Did you know the leading cause of death in the U.S. for both men and women is heart disease? The #1 symptom is high blood pressure, which can be directly linked to both dietary and lifestyle choices.

When it comes to lifestyle, make sure to:
• Minimize stress (try a yoga or a meditation app like Headspace or 10% Happier)
• Get plenty of physical exercise (shoot for at least 45 min, 3-5x’s per week)
• Maintain a healthy weight (overweight and obese individuals have a significantly higher risk for heart disease and stroke)
• Don’t smoke (30% of all heart disease deaths are caused by smoking)
• Avoid over-consumption of alcohol (limit to one drink per day. Red wine is the best option for heart health as it contains flavonoids and antioxidants including resveratrol, which has been shown to prevent damage to blood vessels, reduce “bad cholesterol” levels, reduce inflammation, and prevent blood clots)

When it comes to your diet, strive to:
• Limit your sodium intake to 1000-1500 mg/day (high sodium foods to avoid include: fried foods, packaged snack foods, cheese, store-bought salad dressings, a good majority of restaurant foods and fast food, packaged deli meats, pre-made soups, pizza, frozen meals)
• Avoid trans fats as they raise your bad cholesterol (LDL), and lower your good cholesterol (HDL), as well as clog your arteries, leading to stroke and heart disease, as well as Type 2 Diabetes. (high trans fat foods not already listed above include: packaged baked goods, breakfast sandwiches, crackers, microwave popcorn, canned biscuits, margarines, and red meat)
• Avoid foods that are high in refined sugar (soda, sweets, candy, desserts, processed foods)
• Limit intake of drinks with caffeine (soda, coffee, energy drinks, caffeinated tea)

So what are some healthy fats, foods, and drinks that you should add in to your diet to increase your heart health?
• Omega 3 fatty acids found in foods are crucial to both our heart and brain health. The best sources include: salmon, halibut, fresh tuna, anchovy, herring, oysters, mollusks, ground flax seed/flax seed oil, coconut oil, sunflower seeds, chia seeds, edamame, brussels sprouts, cauliflower, broccoli, spinach, fresh basil, and romaine lettuce.
• Additional Healthy Fats that should be consumed often in moderation include: 1/2 avocado, walnuts, eggs, pistachios, extra virgin olive oil, almonds/almond butter, olives, and dark chocolate
• Fresh fruits and vegetables play an important role in keeping our hearts healthy. They contain a plethora of vitamins, minerals, phytonutrients, and antioxidants to help wipe out free radicals in the bloodstream to protect the blood vessels and heart.
• Whole grains and legumes are known for their rich sources of both protein and fiber. Fiber not only helps keep our digestive system healthy, but it also helps keep the blood sugar, cholesterol, and blood pressure in check. They also contain an abundant amount of essential nutrients including B vitamins, iron, magnesium, and selenium, which all help with heart functions.
• Stay hydrated with plenty of H2O. When you are even slightly dehydrated, your blood becomes thicker and your heart has to work harder to pump the thicker blood.
• Drink non-cafeinated tea such as safflower, hibiscus, passionflower, rooibos, and ginger. They all have flavonoids and antioxidants known to increase heart health.

So spread the love to your own heart this Valentine’s Day by giving it the foods and TLC it needs to be strong and healthy!
By Jay Benedict, Digital Communication & Social Media Specialist

When the Eastern U.S. was battered by artic cold, snowstorms, and flooding, it deservedly received plenty of media coverage. However, in the northern Midwest, Wisconsin also experienced dangerous cold temperatures far below normal.

Most Wisconsinites take pride in their ability to handle the cold, but they don’t do it without help. Two of the biggest helpers are road salt and propane, and the Wisconsin & Southern Railroad (WSOR) and Watco Terminal and Port Services (WTPS) recently started handling these commodities.

“Both of those products, road salt and propane, up here, because it is so cold, are considered safety products and they are absolutely necessary in the winter,” said WSOR commercial director Jason Murphree.

WTPS Madison kicked off road salt operations in November 2017 and is capable of storing up to 80,000 tons, or about 800 rail cars, of the product. The facility is rail-served by the WSOR and, so far, has unloaded about 20,000 tons. The salt is stockpiled at the facility and loaded onto trucks for private snow removal services, various area municipalities, and the Wisconsin Department of Transportation to make roads safe to travel in the winter in southern Wisconsin. So far, more than 100 trucks have been loaded for final delivery.

“Road salt keeps everything going up here in the winter,” Murphree said. “Without it, the roads would be impassible, the economy up here would shut down because nobody would safely be able to get to and from work. So it really keeps the economy moving in the northern Midwest in the winter months.”

Propane also helps keep the winter chill at bay, and the WSOR has two new propane Customers. Both Customers are shipping in loaded tank cars to distribution centers on the WSOR.

Propane is used to heat a lot of homes in Wisconsin and many companies have propane heat as a backup in case their electric heat goes out or isn’t enough. During severe cold snaps in Wisconsin, a propane shortage can be created, with dangerous outcomes. There are a few pipelines that feed the state, but when it’s really cold for a prolonged period of time, those pipelines reach capacity and can’t meet demand.

“Because it’s so cold up here, if you go without heat for even a day you can have major damage to your facilities and unsafe conditions for people,” Murphree said. “What this does, is it ensures a supply of propane to the state, regardless of the capacity of the pipelines.”

The first Customer, based near McFarland, has been open about a year and receives around 300 loads annually. The newest Customer, in Waldo, is brand new and Murphree expects them to ship 200-300 tank cars each year.

Both of these moves are helping to winterize Wisconsin, and at the same time, they’re winterizing Watco as well. In the colder months, high volume commodities like construction materials and grain slow down, or stop shipping altogether due to the freezing temps. Propane and road salt ship in higher volume for the winter months, keeping WSOR and WTPS volume steady during that time.

“Historically, all the road salt for Wisconsin has come in through the waterways (Mississippi River and Lake Michigan). This is the first time anyone has ever railed in road salt in this state that we’re aware of, and we expect it to be a great benefit to both the State of Wisconsin and Watco,” Murphree said. “It’s not the first time that propane has been railed into Wisconsin, but it’s the first time that it’s been done successfully on the WSOR and we are glad we get to participate in this exciting market with our valued Customers moving forward.”
February Anniversaries

Congratulations to the following Team Members celebrating anniversaries this month.

1 YEAR: Juan Almengor Barrera, William Bailey, Connor Barton, David Blanchard, Madison Coleman, Andrew Degenhardt, Tina Dowty, Sonia Dsouza, Justin Edge, Andrew Ermler, Fernando Fuentes, Ramon Garcia, Samuel Herrera, Curtis Holbrook, Brandon Jones, Jerry Jones, Luis Leonard, Shawn Lindquist, Jonathon Martin, Matthew Martin, Kenneth McKenzie, Rose Ojace, Brady Olson, John Raccas, Davey Rhodes, Michael Samples, Frederick Sanchez, Joel Schneider, Brandon Schulz, Brent Shields, Heath Spence, Dearon Stoudemire, Sean Strong, Jennifer Thayn, Brandon Thomas, Jaymie Thomsen, Brady Trappe, Teressa Villarreal, Marie Waller, Kody Watts, Joseph Wendt, Thomas Westerman, Dustin Wybrant, Andre Ysusi

2 YEARS: Christopher Bolvin, Phillip Borresen, Adam Breece, Tyler Burke, Kevin Byrd, Charlie Carr, Benjamin Cox, John Cueva, Daniel Czar, Jarmain Drake, Andrew Floyd, Se’Cortney Gardner, Michael Gomez, Anthony Gonfiantini, Mark Gyenes, Gary Hackemack, Gary Huff, Jason Huffman, Daniel Lemon, Perry Lunsford, Shane Morris, Dustin Scriven, Joshua Sheets, Caroline Spurrer, John Weber

3 YEARS: Kevin Abbott, Melissa Akins, Derek Anderson, Bradley Bridges, Jason Elliott, Nelson Guardado, Joshua Hawkins, Molly Henneke, Trevor Jones, Steven Kimball, Christopher Klevenberg, Lea Meza, Shawn Miller, Alberto Ornelas, Jason Prain, Ethan Reed, Edwin Rial, Adrian Richard, Kevin Seeley, Blake Thomas, Jonathon Trusler, Jeremy Welsh, Michael Welsh, Sandra Williamson

4 YEARS: Kevin Adcock, Pedro Armendariz, Darren Cloward, John Dietschweiler, Patrick Flower, Sean Hayden, Jayson Keith, Chris King, Evan Klavevman, Jeffrey Lien, Gregory Lockhart, Jeanette Middleton, Dee Mitchell, Ezekiel Montalvo, Cory Montoya, Justin Nasello, Odea Nowden, Zachary Overstreet, Walter Sansing, Juan Solis, Tyboria Springer, Charles Trapp, Tana Wagoner, Kareem Warren, Mark Wottowa

5 YEARS: Brent Aycoc, Steven Coltrin, Steve Coomes, Seth Creason, Michael DeLaney, Travis Gathagan, Dylan Hogg, Reid Kunnanz, Michael McMillan, Derek Prestholt, Roger Schlecht, Laura Schmidt, Gregory Sherman, Mike Shoemaker

6 YEARS: David Abbey, Michael Brinkerhoff, Daniel Brunk, Kyle Curry, Erin Floccini, Paul Gage, Antonio Green, Martin Mandujano, Jacinto Mendez, Matthew Morrison, Sabrina Monts, Drew Otto, April Rose, Chad Shaffer, Timothy Shariat, Matt Spade, Tyler Stapleton, Jeffery Summers, Chris Wright

7 YEARS: Dennis Cain, Keith Cameron, Kevin Dean, Ethen Green, Josh Gilliam, Sean Jamerson, Christopher Miller, Derek Mooy, Scott Reeves, Michael Schaffer, Joshua Smiley, Joseph Smith, Danny Spangler, William Watts, Willis Whitaker

8 YEARS: Robert Johnson, Dusty Young

9 YEARS: Lawrence Fix, Mark Leicht, Johnny Lima, Roy Morris, Ronald Whitewater

10 YEARS: Timothy Ainsworth, Ben Coward, Brian Ezell, Ty Furgason, Joy Hill, Hugo Ortega, Joseph Patalano, David Rigs, Frederico Romero, Robert Smith

11 YEARS: Robert Balzer, Albert Glenn, Andres Lachino, AJ Mee, Derek Nyman

12 YEARS: Michael Lewis, Richard Polk, Daniel Reeves, Joseph Reid, Warren Sanderson, John Scheele, Carla Wilson

13 YEARS: Douglas Fleming, Matthew Hinojosa, Gregory Lovelace, Howard Verner

14 YEARS: Terry Gilbert, Michael Janke, Brandon Otter, George Villa, Bobby Young

15 YEARS: Scott Adams, James George, Gary Goodwin, Joseph Hines, Alejandro Perez, James Taylor

16 YEARS: Sara Hanson, Monica Kellin

17 YEARS: Serafin Contreras, Robert Cunningham, Kevin Schoenhofer

18 YEARS: James Andrews, Steven Bringer, John Clark, David Terry

19 YEARS: Thomas Shirey

21 YEARS: Robert Williams

22 YEARS: Troy Tracy

23 YEARS: Michael Sebecic

24 YEARS: Rodney Hamilton

25 YEARS: Mark Hoskinson

27 YEARS: Ricky Woods

30 YEARS: Steven Caudle

31 YEARS: Bonita Perkins

32 YEARS: Cecil Copeland

38 YEARS: Geron Crotwell

Births

Evie Cadence Marsh

Brent and Lindsey Marsh are proud to announce the birth of their daughter Evie Cadence. Evie was born on November 15, 2017. She weighed 9 lbs., 1 oz., and was 21 inches long. Evie was welcomed home by her big sister Cara Elizabeth who is two years old.

Brent is a project manager at the Wisconsin & Southern Railroad, working out of the Madison office.

Evie Cadence Marsh

Brooks Alan Otto

Drew and Brandi Otto are proud to announce the birth of their first child Brooks Alan. Brooks was born on January 23, 2018. He weighed 8 lbs., 7 oz., and was 21.25 inches long. Drew is a conductor for the Kansas & Oklahoma Railroad, working out of the Hutchinson, Kansas, depot.

Lyle Davis Winker

Kalob and Emily Winkler are proud to announce the birth of a son Lyle Davis. Lyle was born on January 12, 2018. He weighed 6 lbs., 11 oz., and was 19.75 inches long.

Lyle was welcomed home by big sister Lilly Kaysen who is two years old. Kalob is a track laborer at Solvay Switching in Green River, Wyoming.

Evie Cadence Marsh

Brooks Alan Otto

Lyle Davis Winker

Ellen Kathleen Adams

Mark and Amy Adams welcomed Ellen Kathleen into their family January 2, 2018. Ellen weighed 8 lbs., 12 oz., and was 20 inches long. Big brother Jeffrey welcomed his sister home.

Mark is a machine operator at the Ann Arbor Railroad.

Ellen, Mark and Jeffrey Adams

Jayce Tyler Williams

Bryan Williams and Lyndsay Kruegel are proud to announce the birth of a son, Jayce Tyler. Jayce was born on December 27, 2017. He weighed 7 lbs., 4.6 oz., and was 18.25 inches long. He was welcomed home by his big sister Jaclynn.

Bryan is an operator at the Loving, New Mexico, transload facility.

Jayce Tyler Williams
Kanawha River Railroad Team Members Jim Dunbar and Jared Costello started off the new year with a bang—or a least a little bump. The two men were operating a locomotive consist at Page, West Virginia, on January 1 and went over a section of track that didn't feel quite right to them.

When they got down from the locomotive and inspected the track, they discovered a broken rail. They called the roadmaster and within six hours (counting drive time) the rail was repaired. The rail was broke straight up and down from the head to the base so they were able to drill some holes, apply joint bar, and fully bolt them. The track crew also had to fill out the required paperwork detailing the information on the break and the repair took place.

"By focusing on their task and using their experience, they protected the Kanawha River Railroad from what could’ve been a costly derailment, and I am very proud to have them on my team," said general manager Derrick Jackson. "Thank you Jim Dunbar and Jared Costello!"

Jim joined the KNWA Team in April of 2017 and Jared became a Team Member in July of 2017.

The All Aboard Foundation is pleased to announce its Scholarship Program is now open for applications. The scholarship will be available to dependents of Watco Companies Team Members. The recipient must be in good academic standing and plan to attend a post-secondary institution within one year following high school graduation.

Scholarships will be awarded in the amount of $500 each and will be issued in two $250 disbursements for the first two semesters of college and will be credited to the recipients account at the financial aid office of the college of their choosing. The number of scholarships awarded will be determined by the number of applicants with a minimum of two awarded per year.

Applications are available at http://allaboardfoundation.com/scholarships/. Please submit your application to info@allaboardfoundation.com or mail it to:

All Aboard Foundation
315 West 3rd Street
Pittsburg, KS 66762

Applications need to be submitted on or before April 15th.

A committee will review all applications and the winner(s) will be notified and announced in the June issue of The Dispatch.

The All Aboard Foundation was established to provide funding for a better quality of life in the communities in which Watco serves.