

225267



Mack H. Shumate, Jr.
Senior General Attorney, Law Department

June 23, 2009

VIA E-FILING and U.P.S. OVERNIGHT

The Honorable Anne K. Quinlan
Acting Secretary
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

Re: Joint Petition for Exemption for Discontinuance of Operations by
Fort Worth & Dallas Belt Railroad Company ("FWDB") and
Abandonment by Union Pacific Railroad Company ("Union Pacific")
on and of the North Fort Worth Branch from M.P. 632.79 to M.P.
634.25, a distance of 1.46 miles in Tarrant County, Texas; STB
Docket No. AB-1038X and STB Docket No. AB-33 (Sub-No. 280X),
respectively

Dear Secretary Quinlan:

Attached for filing in the above-referenced docket is the
Combined Environmental and Historic Report prepared pursuant to
49 C.F.R. §1105.7 and §1105.8, with a Certificate of Service, and
a transmittal letter pursuant to 49 C.F.R. §1105.11.

Union Pacific and FWDB anticipate filing a joint Petition
for Exemption to abandon and discontinue operations on the Line
on or after July 13, 2009.

Sincerely,

A handwritten signature in black ink, appearing to read "Mack H. Shumate, Jr.", with a stylized flourish at the end.

Attachment

cc: All Concerned Parties

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**BEFORE THE
SURFACE TRANSPORTATION BOARD**

**FWDB Docket No. AB-1038X
Union Pacific Docket No. AB-33 (Sub-No. 280X).**

**-- JOINT PETITION FOR EXEMPTION --
FOR DISCONTINUANCE OF OPERATIONS BY
FORT WORTH & DALLAS BELT RAILROAD COMPANY
AND ABANDONMENT BY
UNION PACIFIC RAILROAD COMPANY
TARRANT COUNTY, TX
(NORTH FORT WORTH BRANCH)**

Combined Environmental and Historic Report

UNION PACIFIC RAILROAD COMPANY

**Mack H. Shumate, Jr.
Senior General Attorney
101 North Wacker Drive, Room 1920
Chicago, Illinois 60606
(312) 777-2055
(312) 777-2065 FAX**

**Dated: June 23, 2009
Filed: June 23, 2009**

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**BEFORE THE
SURFACE TRANSPORTATION BOARD**

**FWDB Docket No. AB-1038X
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**-- JOINT PETITION FOR EXEMPTION --
FOR DISCONTINUANCE OF OPERATIONS BY
FORT WORTH & DALLAS BELT RAILROAD COMPANY
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UNION PACIFIC RAILROAD COMPANY
TARRANT COUNTY, TX
(NORTH FORT WORTH BRANCH)**

Combined Environmental and Historic Report

Fort Worth & Dallas Belt Railroad Company, a corporate affiliate of Fort Worth and Western Railroad Company, (collectively referred to herein as "FWDB") and Union Pacific Railroad Company ("UP") submit this joint Combined Environmental and Historic Report ("EHR") pursuant to 49 C.F.R. § 1105.7(e) and 49 C.F.R. § 1105.8(d), respectively, for a joint petition for exemption for discontinuance of operations by FWDB and abandonment by UP of the North Fort Worth Branch, from Milepost 632.79 to Milepost 634.25, a distance of 1.46 miles in Tarrant County, Texas (the "Line"). The Line is currently leased by UP to FWDB pursuant to that certain Lease Agreement dated June 20, 1994 as subsequently supplemented on August 15, 1998 (collectively, the "Lease"). The Line traverses U.S. Postal Service Zip Code 76106.

UP anticipates that a joint Petition for Exemption to abandon and discontinue operations on the Line will be filed at the Surface Transportation Board ("STB") on or after July 13, 2009 by UP and FWDB. In the Joint Petition, FWDB will seek to

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discontinue its railroad carrier operations on the Line and UP will seek authority to abandon the Line.

A map of the Line (**Attachment No. 1**) and UP's letter to federal, state and local government agencies (the "Initial Letter") (**Attachment No. 2**) are attached to this EHR and are hereby made a part hereof. The Initial Letter referenced Fort Worth & Western Railroad ("FW&WR") as the railroad lessee of the Line. Attachment No. 1 accurately reflects that in fact a corporate affiliate of FW&WR, the Fort Worth & Dallas Belt Railroad Company, referred to herein as FWDB, was in fact the railroad lessee of the Line. Any responses received thus far to the Initial Letter are also attached.

ENVIRONMENTAL REPORT
49 C.F.R. ' 1105.7(e)

(1) Proposed action and alternatives. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

Response: The proposed action involves a joint petition for exemption for discontinuance of operations by FWDB and abandonment by UP of the North Fort Worth Branch. The Line proposed for abandonment extends from Milepost 632.79 to Milepost 634.25, a distance of 1.46 miles in Tarrant County, Texas. A map of the Line is attached as **Attachment No. 1**.

The Line was constructed on or around 1888 by the St. Louis, Arkansas and Texas Railway Company, predecessor in interest to the St. Louis, Southwestern and Texas Railway Company, (collectively referred to herein as the "Predecessor Railroad"). The track structure remaining on the Line consists of a single track line consisting of 75

pound second hand jointed rail laid in 1941 and 85 pound second hand jointed rail laid in 1952. Approximately 0.58 miles of the Line was previously removed when the supplement to the Lease was entered into on August 15, 1998. This trackage was replaced by a direct connection from the Line to the Fort Worth and Western Railroad.

There is no federally granted right-of-way included in the Line. The property is owned in fee by UP and the original 1888 vesting deed from Fort Worth City Company into the Predecessor Railroad did not contain reversionary language. The corridor is 100' wide and runs through an industrial neighborhood north of downtown Fort Worth and a portion of the Line is being acquired by Tarrant Regional Water District ("TRWD") to realign the Trinity River as part of a public flood control and redevelopment project.

Rail service will remain available to serve the immediate area affected by this abandonment at tariff designated stations on the following rail carriers:

- UP
- BNSF
- FWDB
- KCS

There are numerous local roads and highways such as Interstates 35W, 30, 20, 121, 820, and Local Highways 377 and 199 that serve as alternate routes within five (5) miles of the Line.

Commercial Metals is the only existing rail customer on the Line and is in negotiations with TRWD to relocate its operations to another rail served location in Fort Worth.

TRWD is proposing to acquire a parcel of land between Milepost 633.05 and Milepost 634.00 being approximately 12 acres (the "TRWD Parcel") on the Line from the UP for the proposed public flood control and redevelopment project in the north

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downtown area of Fort Worth, the Trinity Uptown Project (the "Trinity Uptown Project"). The Trinity Uptown Project consists of a combination of public improvements and private development. The public improvements consist of constructing a bypass channel parallel to the FWDB mainline track, which requires the purchase of the TRWD Parcel. This purchase will allow the removal of aging and inadequate levees and provide efficient flood protection. The private improvements will be the construction of 10,000 new homes and multi-family dwellings.

(2) Transportation System. Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

Response: The only traffic moving over the Line consists of scrap material for Commercial Metals. FWDB will provide the continuing rail service to Commercial Metals until the relocation of Commercial Metals' operations is complete. In that Commercial Metals will be relocated to another rail served site, there will be no diversion to other transportation systems or modes as a result of this proposed abandonment.

(3) Land Use.

(i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.

(iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 49 C.F.R. § 1105.9.

(iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. § 10905 and explain why.

Response:

(i) UP is unaware of any adverse effects on local and existing land use plans. In fact, the abandonment of the Line is consistent with the planned public use of the Line by TRWD. The Tarrant County Commissioners have been contacted. To date, UP has received no response.

(ii) The Natural Resources Conservation Service ("NRCS") has been contacted. To date, UP has received no response.

(iii) Not Applicable.

(iv) The portion of the right-of-way defined as the TRWD Parcel proposed for abandonment has been determined to be suitable for other public purposes as outlined above. The remaining portion of the Line could be suitable for other public purposes including roads or highways, other forms of mass transportation, conservation, energy production or transmission, or recreation. UP believes the highest and best use of the property which makes up the remaining portion of the Line would be to dispose of UP's interests through sales to adjacent property owners.

(4) Energy.

(i) Describe the effect of the proposed action on transportation of energy resources.

(ii) Describe the effect of the proposed action on recyclable commodities.

(iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

(iv) If the proposed action will cause diversions from rail to motor carriage of more than:

(A) 1,000 rail carloads a year, or

(B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

Response: (i) There are no effects on the transportation of energy resources.

(ii) There will be no adverse effect on recyclable commodities that are moved over the Line in that Commercial Metals is relocating its scrap operation to a location that is rail served in the vicinity of the Line in Fort Worth, Texas.

(iii) There will be no change in energy consumption from the proposed action.

(iv)(A)(B) UP does not anticipate that there will be any rail-to-motor diversion.

(5) Air. (i) If the proposed action will result in either:

(A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or

(B) an increase in rail yard activity of at least 100% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. §10901 (or §10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in subsection (5)(i)(A) will apply.

Response: UP does not anticipate any such effects.

(5) Air. (ii) If the proposed action affects a class 1 or nonattainment area under the Clean Air Act, and will result in either:

(A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or

(B) an increase in rail yard activity of at least 20% (measured by carload activity), or

(C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. §10901 (or 49 U.S.C. §10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

Response: There will be no increase in rail traffic, rail yard activity, or truck traffic as a result of the proposed action.

(5) Air. (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Response: The proposed action will not affect the transportation of ozone depleting materials.

(6) Noise. If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause:

(i) an incremental increase in noise levels of three decibels Ldn or more or

(ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area and quantify the noise increase for these receptors if the thresholds are surpassed.

Response: Not applicable.

(7) Safety.

(i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

(ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

(iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

Response: (i) The proposed action will have no detrimental effects on public health and safety.

(ii) The proposed action will not affect the transportation of hazardous materials.

(iii) There are no known hazardous materials waste sites or sites where known hazardous material spills have occurred on or along the subject right-of-way.

(8) Biological resources.

(i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

(ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

Response: (i) The U.S. Fish and Wildlife Service has been contacted. To date, UP has received no response.

(ii) The National Park Service has been contacted. To date, UP has received no response.

(9) Water.

(i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.

(ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

(iii) State whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

Response: (i) The U. S. Environmental Protection Agency Regional Office and the Texas National Resource Conservation Commission have been contacted. To date, UP has received no response from either the Agency or the Commission.

(ii) The U. S. Army Corps of Engineers has been contacted. To date, UP has received no response.

(iii) UP does not anticipate that there will be any requirements for Section 402 permits.

(10) Proposed Mitigation. Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Response: There are no known adverse environmental impacts.

HISTORIC REPORT
49 C.F.R. § 1105.8(d)

(1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate

dimensions of railroad structures that are 50 years old or older and are part of the proposed action:

Response: See Attachment No. 1.

(2) A written description of the right-of-way (including approximate widths to the extent known), and the topography and urban and/or rural characteristics of the surrounding area:

Response: The topography is generally level. The Line runs through an urban industrial neighborhood north of downtown Fort Worth. The right-of-way consists of a corridor that is 100' wide through the length of the Line.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area:

Response: Attached hereto as Attachment No. 3 are good quality photographs of the only structure on the Line that is 50 years old or older.

(4) The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations to the extent such information is known:

Response: See Attachment No. 1.

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:

Response: See UP's response to question (1) in the Environmental Report for a brief history and description.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:

Response: UP is unaware at this time of any relevant documentation.

(7) An opinion (based on readily available information in the UP's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. § 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):

Response: At this time, UP knows of no historic sites or structures or archeological resources on the Line or in the project area. UP is of the opinion that there is nothing in the scope of the proposed abandonment or discontinuance of operations that merits historical comment and that any archeological sites within the scope of the right-of-way would have previously been disturbed during the construction and maintenance of the Line.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.

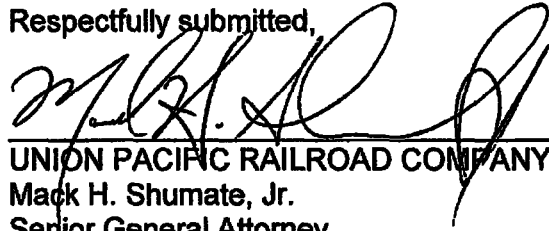
Response: UP does not have any such readily available information.

(9) Within 30 days of receipt of the historic report, the State Historic Preservation Officer may request the following additional information regarding specified non-railroad owned properties or groups of properties immediately adjacent to the railroad right-of-way. Photographs of specified properties that can be readily seen from the railroad right-of-way (or other public rights-of-way adjacent to the property) and a written description of any previously discovered archeological sites, identifying the locations and type of the site (i.e., prehistoric or native American):

Response: The Texas Historical Commission has been contacted. To date, UP has received no response.

Dated this 23rd day of June, 2009.

Respectfully submitted,



UNION PACIFIC RAILROAD COMPANY

Mack H. Shumate, Jr.

Senior General Attorney

101 North Wacker Drive, Room 1920

Chicago, Illinois 60606

(312) 777-2055

(312) 777-2065 FAX

CERTIFICATE OF SERVICE

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in FWDB Docket No. AB-1038X and UP Docket No. AB-33 (Sub-No. 280X), the North Fort Worth Branch in Tarrant County, Texas was served by First Class U.S. Mail, postage prepaid, on the 23rd day of June, 2009 on the following parties:

State Clearinghouse (or alternate):

Governor's Office of Budget and Planning
P.O. Box 12428
Austin, TX 78711

James Randall
Director of Transportation, Planning and
Programming
Texas Department of Transportation
118 East Riverside Plaza
Austin, TX 78704

State Environmental Protection Agency:

Texas Natural Resource Conservation
Commission
Ken Patterson, Deputy Director
P.O. Box 13087, m145
Austin, TX 78711-3087

**State Coastal Zone Management Agency
(if applicable):**

Not applicable.

Head of County (Planning):

Tarrant County Commissioners
100 E. Weatherford St., Room 502A
Fort Worth, TX 76196

**Environmental Protection Agency
(regional office):**

U.S. Environmental Protection Agency
Region 6
1445 Ross Avenue
Dallas, TX 75202-2733

U.S. Fish and Wildlife:

U.S. Fish & Wildlife Service
Southwest Region 2
U.S. Fish & Wildlife Service
500 Gold Avenue SW - Room 4000
Albuquerque, NM 87102

U.S. Army Corps of Engineers:

U.S. Army Engineer District Fort Worth
Benbrook Lake Project Office
P.O. Box 26619
Fort Worth, Texas 76126-0619

National Park Service:

National Park Service
Intermountain Region
12795 Alameda Pkwy
Denver, CO 80228

**U.S. Natural Resources Conservation
Service:**

USDA, Natural Resources Conservation Service
Soil Survey Section
W R Page Federal Bldg.
101 South Main Street
Temple, TX 76501-7682

National Geodetic Survey:

National Geodetic Survey
Geodetic Services Division
Information Services
NOAA/NGS12
1315 E-W Highway
Silver Spring, MD 20910-3282

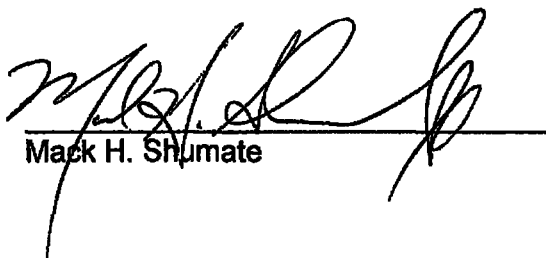
State Historic Preservation Office:

Texas Historical Commission
James W. Steely
History Program Division
P. O. Box 12276
Austin, TX 78711-2276

Other Agencies Consulted:

Texas Parks & Wildlife
Andrew Swanson
4200 Smith School Road
Austin, TX 78744-3291

Dated this 23rd day of June, 2009.



Mack H. Shumate

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May 01, 2009

State Clearinghouse (or alternate):
Governor's Office of Budget and Planning
P.O. Box 12428
Austin, TX 78711

James Randall
Director of Transportation, Planning and
Programming
Texas Department of Transportation
118 East Riverside Plaza
Austin, TX 78704

State Environmental Protection Agency:
Texas Natural Resource Conservation
Commission
Keh Patterson, Deputy Director
P.O. Box 13087, m145
Austin, TX 78711-3087

State Coastal Zone Management Agency
(if applicable):
Not applicable.

Head of County (Planning):
Tarrant County Commissioners
100 E. Weatherford St., Room 502A
Fort Worth, TX 76196

Environmental Protection Agency
(regional office):
U.S. Environmental Protection Agency
Region 6
1445 Ross Avenue
Dallas, TX 75202-2733

U.S. Fish and Wildlife:
U.S. Fish & Wildlife Service
Southwest Region 2
U.S. Fish & Wildlife Service
500 Gold Avenue SW - Room 4000
Albuquerque, NM 87102

U.S. Army Corps of Engineers:
U.S. Army Engineer District Fort Worth
Benbrook Lake Project Office
P.O. Box 26619
Fort Worth, Texas 76126-0619

National Park Service:
National Park Service
Intermountain Region
12795 Alameda Pkwy
Denver, CO 80228

U.S. Natural Resources Conservation
Service:
USDA, Natural Resources Conservation Service
Soil Survey Section
W R. Page Federal Bldg.
101 South Main Street
Temple, TX 76501-7682

National Geodetic Survey:
National Geodetic Survey
Edward J. McKay, Chief
Spatial Reference System Division
NOAA N/NGS2
1315 E-W Highway
Silver Spring, MD 20910-3282

State Historic Preservation Office:
Texas Historical Commission
James W. Stealy
History Program Division
P. O. Box 12276
Austin, TX 78711-2276

Other Agencies Consulted:
Texas Parks & Wildlife
Andrew Swanson
4200 Smith School Road
Austin, TX 78744-3291

Re: Fort Worth & Western Railroad (FWRR) and Union Pacific Railroad (UP) proposed Joint
Petition for Exemption for FWRR to discontinue its lease operation over and UP to abandon, the



North Fort Worth Branch from milepost 642.79 to milepost 634.25 in Ft. Worth, Texas; FWWR Docket AB546X and UP Docket AB-33 (Sub-No. 280x).

Dear Sirs:

Fort Worth & Western Railroad ("FWWR") and Union Pacific Railroad Company ("UP") plan to request authority from the Surface Transportation Board ("STB") to respectively discontinue lease operations on and abandon the North Fort Worth Branch from Milepost 632.79 to Milepost 634.25, a distance of 1.46 miles in Duncan Subdivision, Texas. A map of the line is attached.

Pursuant to the STB's regulations at 49 C.F.R. Part 1152, and the environmental regulations at 40 C.F. R. Part 1105.7, this is to again request your assistance in identifying any potential effects of this action as indicated in the paragraphs below. We do not anticipate any adverse environmental impacts. However, if you identify any adverse environmental impacts, describe any actions that are proposed in order to mitigate the environmental impacts. Please provide us with a written response that can be included in an Environmental Report, which will be sent to the STB.

LOCAL AND/OR REGIONAL PLANNING AGENCIES. State whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.

U.S. SOIL CONSERVATION SERVICE. State the effect of the proposed action on any prime agricultural land.

U.S. FISH AND WILDLIFE SERVICE (And State Game And Parks Commission, If Addressed). State (1) whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects, and, (2) whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

STATE WATER QUALITY OFFICIALS. State whether the proposed action is consistent with applicable Federal, State or Local water quality standards. Describe any inconsistencies.

U.S. ARMY CORPS OF ENGINEERS. State (1) whether permits under Section 404 of the Clean Water Act (33 U.S.C. § 1344) are required for the proposed action and (2) whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.

U.S. ENVIRONMENTAL PROTECTION AGENCY AND STATE ENVIRONMENTAL PROTECTION (OR EQUIVALENT AGENCY). (1) Identify any potential effects on the surrounding area, (2) identify the location of hazardous waste sites and known hazardous material spills on the right-of-way and list the types of hazardous materials involved, and (3) state whether permits under Section 402 of the Clean Water Act (33 U.S.C. § 1342) are required for the proposed action.

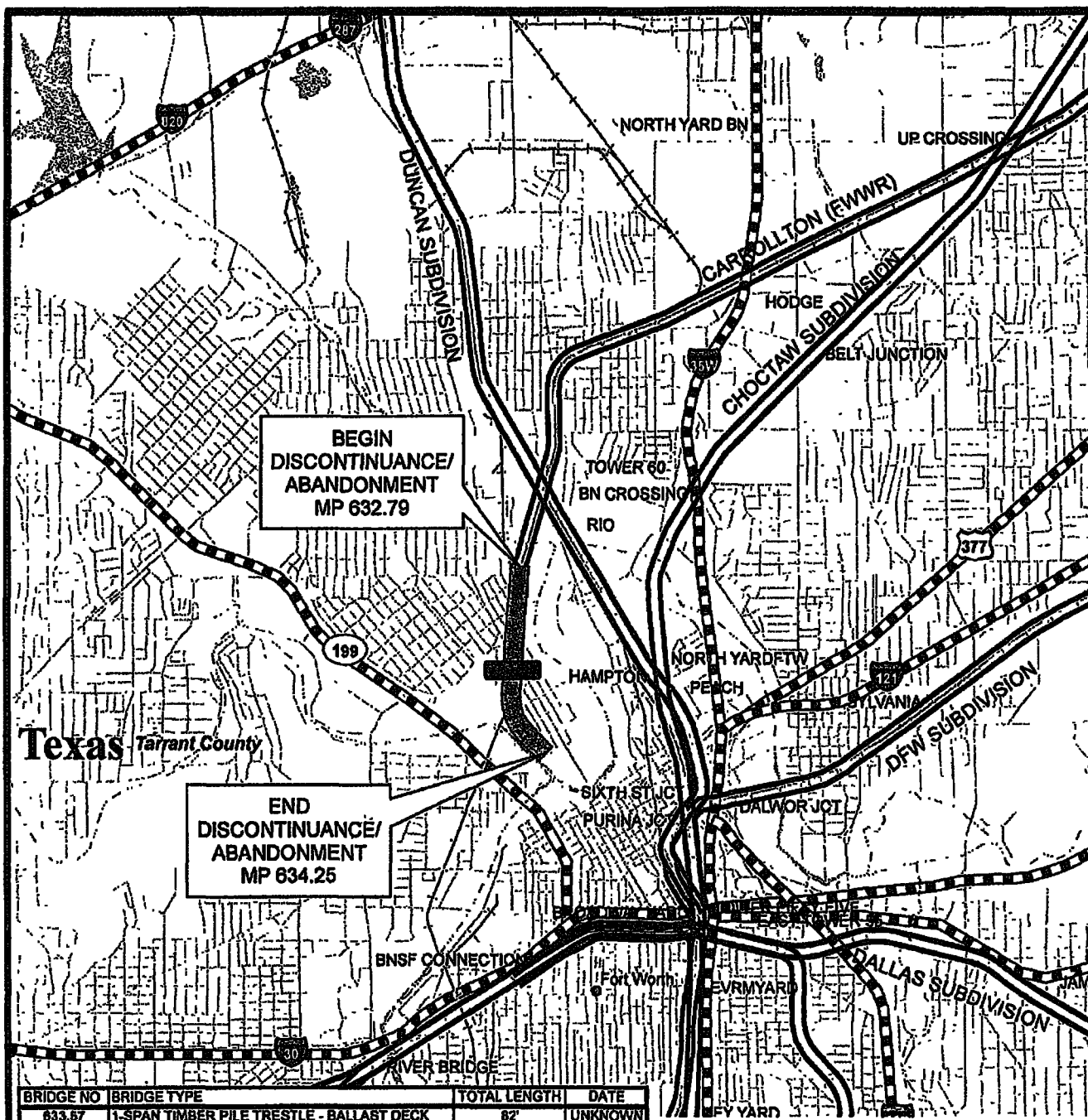
Thank you for your assistance. Please send your reply to the undersigned. If you need further information, please contact me at (402) 544-1643.

Sincerely,


Colleen K. Graham
Paralegal



Union Pacific Railroad
Law Department
1400 Douglas St.
Stop 1580
Omaha, NE 68179
(w) 402-544-1643
cgraham@up.com
Enclosure(s)



Legend

- UPRR/FWWR LINES TO BE DISCONTINUED/ABANDONED
- OTHER UPRR LINES
- OTHER RAILROADS
- PRINCIPAL HIGHWAYS
- OTHER ROADS
- 50 + YEAR OLD STRUCTURES

NORTH FORT WORTH BRANCH

MP 632.79 TO MP 634.25
TOTAL OF 1.46 MILES IN TARRANT COUNTY
IN TEXAS

UNION PACIFIC RAILROAD CO.
FORT WORTH & WESTERN RAILROAD, LESSEE
TEXAS

INCLUDING 50+ YEAR OLD STRUCTURES









