

# **FWWR MANAGER TRAIN OPERATION NOTICES**

**To All Employees**

**Issued July 25, 2017**

Fort Worth & Western Railroad MTO Notices will be posted at the following designated on-duty terminals.

FWWR Operations Center  
City of Grapevine Railroad  
Hodge yard  
Dublin yard  
Cresson yard  
8<sup>th</sup> Ave yard  
Everman yard

Employees must know, understand, and comply with any rule, amendment or supplements issued. If an employee does not understand the rule amendment or supplement he or she must ask a supervisor for clarification.

## **Notice #1**

Effective at 0001 January 02, 2017, all previous MTO notices are cancelled.

## **Notice #2**

Effective at 0001, January 02, 2017 the following changes are in effect,

Effective at 1835, December 17, 2014 the following changes are in effect on the Fort Worth Subdivision at Hodge Yard. Riding on the side of cars in Hodge #1 track and Hodge #2 track is prohibited until further notice, due to track condition.

Effective at 0001, December 18, 2015 the following changes are in effect on the Dublin Subdivision. At the Vista Sand Facility, three (3) new tracks are in service. Track # 225A 990 feet. Track # 225B 833. Track # 225C 833. There are NO new derails installed on these tracks.

Effective at 0001, March 17, 2016 the following changes are in effect on the Fort Worth Subdivision. At West 7<sup>th</sup> Street, M.P. 4.5 four (4) tracks are in service and re-numbered. Beginning with track nearest Montgomery Plaza, tracks are numbered 301 (2,200 ft.), 302 (2,200 ft.), 303 (1,870 ft.), and 304 (1,870 ft.). The FWWR Mainline is located between track 302 and track 303. Each track is equipped with a derail on each end, and derail signs.

Effective at 1600, March 23, 2016 the following changes are in effect on the Dublin Subdivision. At M.P. 24.3, Metrowest track number 2222 - 10235 is now equipped with a new derail and derail sign.

Effective at 0001, April 15, 2016 the following changes are in effect on the Fort Worth Subdivision. At M.P. 8.0 Hodge Yard, one (1) new track is in service. Track #401-B, 860 feet. There are NO derails installed on track #401-B, and cars are not permitted to be dropped, kicked or cut off in motion on this track.

Effective at 0001, October 10, 2016 the following changes are in effect on the Fort Worth Subdivision. At M.P. 8.0 Hodge Yard Station 30, five (5) new tracks are in service. Track #401-A (New RIP Track) is 500

feet. There are NO derails installed on this track, cars are not permitted to be dropped, kicked or cut off in motion on this track. Hodge 7 (1318 ft.), Hodge 8 (709 ft.), Hodge 9 (285 ft.), and Hodge 10 (285 ft.) are classified as bowl tracks and DO NOT have derails installed. Hodge 9 and Hodge 10, cars are not permitted to be dropped, kicked, or cut off in motion on this track.

**Notice #3**

Effective at 0200, March 12, 2017 the following changes are in effect, all standard clocks and watches will be turned forward one (1) hour to 0300 for change in daylight saving time.

**Notice #4**

Effective at 0001, April 15, 2017 the following track numbers will be changed.

DPC track # 2163A will change to track # 2164A, and track # 2165 will no longer be in use for DPC La Moderna track will become track # 2163

**Notice #5**

Effective at 0001, May 05, 2017 the following changes are in effect on the Fort Worth Subdivision: A new derail and derail sign have been installed on track #205-30 Meadow Spur, 15 feet west of the Valley Solvents' gate.

**Notice #6**

Effective at 0001, July 25, 2017 the following changes are in effect on the Fort Worth Subdivision. At M.P. 25.3 one (1) new track is in service. Track #253 Station 34, 950 feet. A derail and derail sign are located at the 15' clearance point, and an earthen stop is located on the East end of the track. This track is to be utilized by Herzog for spotting cars loaded with materials for the TexRail construction project.

Gene Cox  
General Manager of Operations