



GENERAL ORDER



Order #	12	Signed:	<u>Josh Banks</u>
original date:	<u>September 12, 2003</u>	Revision:	# 12 rev date: <u>March 24, 2015</u>
subject:	<u>REVISION OF PARAGRAPHS 1.1; 1.2.2; 2.1.1; 2.1.4 (permission);3.6; 3.7; 3.8; 3.10; 4.1; 4.3; 5.2; 5.3; 5.4; 5.5; 5.6; 5.11; 6.2; 6.3</u>		

1.0 General Provisions

1.1 Establish Mountain Division Main Line Stations

1.2 Between BNSF TRJCT MP 38.2X (which equates to TRMW MP 0.7B) and TRMW MP 3.2 and between TRMW MP 0.0 and TRMW MP 3.2 add the following new Station names, Milepost locations, Signals and Operating instructions:

<u>Station</u>	<u>Mile Post Locations</u>
Fife	MP 0.0
TRJCT	MP 0.7B
Portland Avenue	MP 1.08B
L Street	MP 1.42
G Street	MP 1.98

1.3 Speed Restrictions.

The 131 miles of track within the Mountain Division is in the process of rehabilitation and upgrade. Check current General Orders and Safety Bulletins for changes to these general provisions. Unless changed by the above or the list below, the maximum speed for any freight locomotive or freight train on the Mountain Division is **restricted speed not to exceed 20 M.P.H.**

1.3.1	Speed – Switches and Turnouts	<u>Passenger</u>	<u>Freight</u>
	Portland Ave	10 MPH	10 MPH
	L Street	10 MPH	10 MPH
	G Street	10 MPH	10 MPH

1.3.2	Speed – Other	<u>Passenger</u>	<u>Freight</u>
	MP 0.0 to MP 1.01B - TR Main Track One (1)	10 MPH	10 MPH
	MP 0.7B to MP 1.40 - TR Main Track Two (2)	30 MPH	10 MPH
	MP 1.01B to MP 1.40 - TR Main Track One (1)	30 MPH	10 MPH
	MP 1.40 to MP 2.10 - TR Main Track	30 MPH	10 MPH
	MP 2.10 to MP 13.5 Frederickson	20 MPH	20 MPH
	MP 5.9 to MP 2.10 (eastbound-descending).....	15 MPH	10 MPH
	MP 13.5M to MP 20.03M.....	20 MPH	20 MPH
	MP 20.03M to MP 26.0M.....	15 MPH	10 MPH
	MP 26.0M to MP 29.0M	N/A	10 MPH
	MP 29.0M to MP 32.0M (westbound-ascending)	N/A	10 MPH
	MP 32.0M to MP 29.0M (eastbound-descending)	N/A	10 MPH
	MP 32.0M to MP 45.2M.....	N/A	10 MPH
	MP 45.2M to MP 65.0M (end)	15 MPH	10 MPH
	MP 50.0M to MP 52.0M	10 MPH	5 MPH
	MP 13.5C to MP 31.0C	20 MPH	20 MPH
	MP 31.0C to MP 67.0C	N/A	10 MPH
	MP 32.0M to MP 65.0M is operated by MRSR. Derail @ MP 32.0M		
	MP 33.0C to MP 67.0C is operated by WWR. Derail @ MP 33.0C		

- 3.10** There are 2 approach circuits on either end of CTC limits on the Mountain Division at MP 1.01 and MP 2.1. The east circuit begins on the bridge at the insulated joint 300 to 400 feet from the Distant Signal and ends at the beginning of CTC at MP 1.01. The west circuit begins on the grade at the insulated joint 300 to 400 feet from the Distant Signal and ends at the beginning of CTC at MP 2.1. When a train is in either approach circuit, occupancy will show on the Dispatcher's CTC screen. When leaving trains or cars in either one of these approach circuits, the dispatcher must be notified.

4.0 General Code of Operating Rules Items

4.1 Two (2) Main Tracks

TRJCT MP 0.7B to TRMW MP 1.40 - TR Main Track Two (2)

TRMW MP 1.01 to TRMW MP 1.40 - TR Main Track One (1)

4.2 Special Conditions - Locations Having Individually Controlled Switches: (ICS)

Portland Ave

L Street

G Street

4.3 Location of Hand operated Switch

L Street at MP 1.36 – Hand operated Switch (GCOR 9.18)

5.0 Signals in Service – Current BNSF Signal Aspects & Indications apply. (see attached BNSF Signal Aspects and Indications page)

- 5.1** Southbound Distant signal at MP 0.85, on TR Main track number one (1) displays the following aspects and indications.
BNSF Rule: 9.1.3, 9.1.8
- 5.2** Ground mounted Southbound control signal TR Main track number one (1) at MP 1.01 displays the following aspects and indications.
BNSF Rule: 9.1.8, 9.1.9, 9.1.11, 9.1.12, 9.1.15
- 5.3** Ground mounted Southbound control signal TR Main track number two (2) at MP 1.01B located to the left side of track displays the following aspects and indications.
BNSF Rule: 9.1.3, 9.1.6, 9.1.8, 9.1.12, 9.1.15
- 5.4** Ground mounted Southbound control signal TR Main track number one (1) at MP 1.40 displays the following aspects and indications.
BNSF Rule: 9.1.8, 9.1.13, 9.1.15
- 5.5** Ground mounted Southbound control signal TR Main track number two (2) at MP 1.40 displays the following aspects and indications.
BNSF Rule: 9.1.3, 9.1.8, 9.1.15
- 5.6** Ground mounted Southbound entering signal at MP 1.40 from Coach Yard Stub track one (1) to Main track displays the following signal aspects and indications.
BNSF Rule: 9.1.3, 9.1.8, 9.1.15
- 5.7** Southbound control signal TR Main track at MP 1.79 located to the left side of track displays the following aspects and indications.
BNSF Rule: 9.1.3, 9.1.9, 9.1.15
- 5.8** Northbound Distant signal at MP 3.2, on TR Main track displays the following aspects and indications.
BNSF Rule: 9.1.3, 9.1.8
- 5.9** Northbound control signal TR Main track at MP 2.10 displays the following aspects and indications.
BNSF Rule: 9.1.3, 9.1.6, 9.1.8, 9.1.15

- 5.10** Ground mounted entering signal (Northbound) at MP 1.84 from Freight House siding (spur) to TR Main track, displays the following signal aspects and indications.
BNSF Rule: 9.1.3, 9.1.6, 9.1.8, 9.1.15
- 5.11** Northbound control signal TR Main track at MP 1.46 displays the following aspects and indications.
BNSF Rule: 9.1.3, 9.1.12, 9.1.6, 9.1.8, 9.1.9, 9.1.15, 9.1.13
- 5.12** Ground mounted Northbound control signal TR Main track number two (2) at MP 1.07 displays the following aspects and indications.
BNSF Rule: 9.1.3, 9.1.8, 9.1.9, 9.1.15
- 5.13** Ground mounted Northbound control signal TR Main track number one (1) at MP 1.07 displays the following aspects and indications.
BNSF Rule: 9.1.3, 9.1.9, 9.1.12, 9.1.15
- 5.14** BNSF Northbound control signal TR Main track number two (2) on the right at TR Junction MP 0.75B displays the following aspects and indications.
BNSF Rule: 9.1.3, 9.1.6, 9.1.8, 9.1.9, 9.1.11, 9.1.12, 9.1.15

6.0 Communications

6.1 Radio Channel 87 (BNSF) in service while operating in CTC; Radio Channels 64 (Belt 1) in service on remainder of Mountain Division.

6.2 Centralia North Dispatcher Telephone Number (0500-2100): (817)867-7075 fax: (817)234-1624
 Centralia North Dispatcher Telephone Number (2100-0500): (817)867-7086 fax: (817)234-1622
 Centralia North Dispatcher Radio Call-In (tone) number = 4 3 0

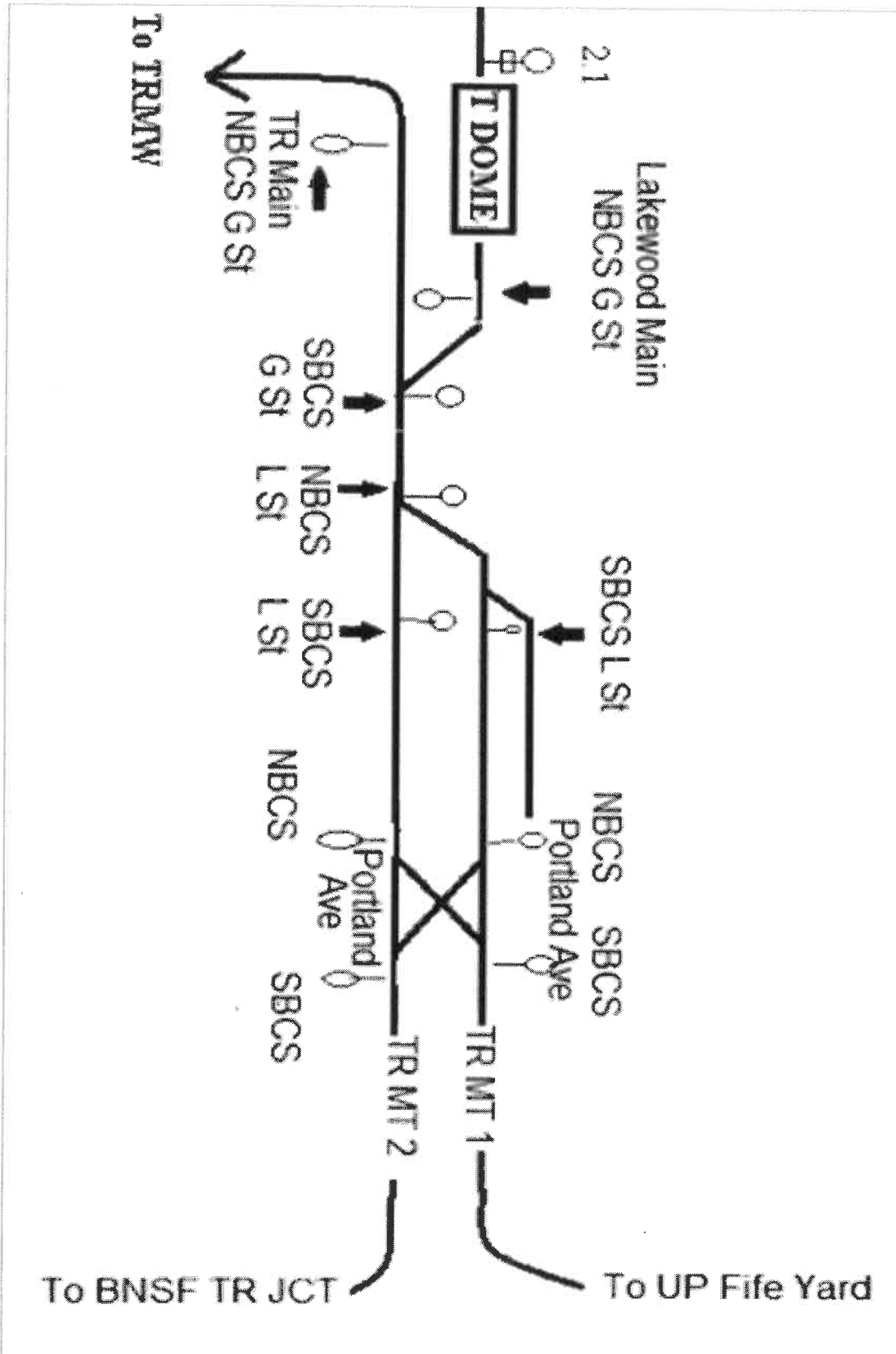
6.3

S O U T H B O U N D ↓	Length Of Siding (Feet)	Station Nos.	Mile Post	TRMW Subdivision MAIN LINE Stations	Rule 4.3	Type Of Oper	Line Segment	Miles To Next Stn.	↑ N O R T H B O U N D
			0.0	FIFE (UPRR JCT)	JY	YL MT		1.08	
			0.7B	BNSF TRJCT MP 0.7B Equates to BNSF MP 38.2X	J	CTC		1.01	
			1.08	PORTLAND AVENUE	X(2)	2MT CTC		.29	
			1.42	'L' STREET		CTC		.56	
			1.98	'G' STREET		CTC			

7.0 Signals and Maps

7.1 see attached map labeled "TACOMA RAIL MOUNTAIN DIVISION – Commuter Line MP 1.01 to MP 2.10.

7.2 see attached current BNSF Signal Aspect Chart.



SIGNAL ASPECTS AND INDICATIONS

All signals are subject to modification indicated under individual subdivision special instructions.

DISTANT SIGNALS

Aspects shown in Rules 9.1.3 through 9.1.8 may be displayed with a "D" sign on the signal mast to identify the signal as a distant signal. When a "D" sign is displayed, if train is delayed per Rule 9.9 or Rule 9.9.1 between a distant signal and the next signal, proceed prepared to stop short of the next signal. Absolute signals at automatic switches, outside of block system limits, convey main track distant signal information for the other end of the siding.

BLOCK AND INTERLOCKING SIGNALS

Aspects shown in Rules 9.1.3 through 9.1.8 and 9.1.13 may be displayed on signals with or without a number plate on signal mast.

Rule	Aspects of Color Light and Semaphore Signals	Cab Signal Aspects	Name	Indication
9.1.3			CLEAR	Proceed.
9.1.4			APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and be prepared to enter diverging route at prescribed speed.
9.1.5			ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 60 MPH and be prepared to enter diverging route at prescribed speed.
9.1.6			APPROACH MEDIUM	Proceed prepared to pass next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed.
9.1.7			APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
9.1.8			APPROACH	Proceed prepared to stop at next signal, trains exceeding 30 MPH immediately reduce to that speed. (Note: Speed is 40 MPH for Amtrak and Commuter trains; Metro, Metrolink, and Sounders.)
9.1.9			DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
9.1.10			DIVERGING APPROACH DIVERGING	Proceed on diverging route not exceeding prescribed speed through turnout prepared to advance on diverging route at the next signal not exceeding prescribed speed through turnout.
9.1.11			DIVERGING APPROACH MEDIUM	Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 35 MPH.
9.1.12			DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout; approach next signal preparing to stop, if exceeding 30 MPH immediately reduce to that speed. (Note: Speed is 40 MPH for Amtrak and Commuter trains; Metro, Metrolink, and Sounders.)
9.1.13			RESTRICTING	Proceed at restricted speed.
9.1.14			STOP AND PROCEED	Stop, then proceed at restricted speed.
9.1.15			STOP	Stop.

TACOMA RAIL SAFETY BULLETIN # 4

Date: Thursday, January 01, 2015

Time Posted: 12:01 AM

Division: Mountain

To: All Concerned

Re: Reclassification of track segments on the Morton Branch between MP 20.03 (West Thrift Siding) and MP 45.2M (West Highway 7 crossing USDOT #397-175B near Elbe, WA)

Bed advised that effectively immediately the following track segments are reclassified per Part 213 as follows:

MP 20.03 M MP 26.0M is designated as Class 1 track;

MP 26.0M to MP 29.0M is designated as Excepted track.

MP 29.0M to MP 32.0M is designated as Class 1 track.

MP 32.0M to MP 45.2M is designated as Excepted track

For segments designated as Class 1 track, maximum train speed for freight is 10 mph and the maximum for passenger is 15 mph.

For segments designated as Excepted track, consistent with 49 CFR Part 213.4 the following applies:

- 1) Maximum train speed is 10 mph;
- 2) No passenger train will be operated;
- 3) No movement will be operated that contains more than five (5) hazardous cars.

!!! SAFETY IS ALWAYS FIRST !!!

Marc Robertson, Manager Safety/Road Foreman

Cc: D King/A Hardy/A Matheson/Operations/M Robertson/J Banks/L Daniels/L Bentley/K Kelleem/File

Active Safety Bulletins: 1 2 3 4 5 6 7 8 9 10 14 15

TACOMA RAIL SAFETY BULLETIN # 2

Date: Friday, January 03, 2014

Time Posted:

Division: Mountain

To: All Concerned

Re: Class Two Track, Chehalis Branch @ MP 13.5C to 31C.

Be advised, Chehalis Branch tracks from MP 13.5C to MP 31.0C has been reclassified to Class Two Track (Restricted to 20MPH).

Chehalis Branch tracks from MP 31.0C to MP 67.0C (end of track) remains classified as Excepted Track (GCOR 6.12).

- 1) Maximum speed 10 MPH.
- 2) No passenger train will be operated.
- 3) No movement will be operated that contains more than five cars placarded according to Hazardous Material Regulations.

!!! SAFETY IS ALWAYS FIRST !!!

Max Chabo, Rail Safety Tech

Cc: D King/A Hardy/T Flood/A Matheson/Operations/M Robertson/J Banks/Mechanical/Section/L Daniels/K Kellem/L Bently/File

TACOMA RAIL SAFETY BULLETIN # 28

Date: Tuesday, January 01, 2013

Time Posted: 12:01 AM

Division: Mountain

To: All Concerned

Re: Excepted Track Mountain Division Chehalis branch MP 31C to 67C (end of track)

Until further notice, Chehalis Branch Tracks from MP 31.0C to MP 67.0C (end of track) has been reclassified to Excepted Track (GCOR 6.12).

- 1) Maximum speed 10 MPH
- 2) No occupied passenger train will be operated
- 3) No movement will be operated that contains more than five cars placarded according to Hazardous Material Regulations.

This includes all tracks in these limits.

Mountain Division Safety Bulletin #14 dated 1/3/12 is cancelled.

!!! SAFETY IS ALWAYS FIRST !!!

Marc Robertson, Manager Safety/Road Foreman

Cc: D King/A Hardy/J Banks/SupOps/T Flood/A Matheson/K Kellem/M Robertson/Yardmasters/BNSF RR/File

Active Safety Bulletins: 1 2 3 4 5 6 7 8 9 10 14 15