



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

*Portsche*  
**Memorandum**

Date:

10/18/93

Reply to Attn. of:

**OP-93-14**  
**S&TC-93-01**

Subject: **Information: General Code Rule 312(4)**

From:

*Edward R. English*

Edward R. English  
Director, Office of Safety Enforcement

To:

Regional Directors

The attached letter to K. L. Miller, Chairman of the General Code of Operating Rules Committee, dated October 7, 1993, formalizes FRA's approval of the revised General Code Rule 312(4). A copy of the revised rule is contained in Mr. Miller's letter to FRA, dated September 21, 1993, also attached.

This correspondence is provided as information and guidance to S&TC and OP Specialists and Inspectors in the discharge of their enforcement duties.

#

Attachment

DOT - 7 1993

Mr. K. L. Miller  
Director, Operating Rules and Practices  
Southern Pacific Transportation Company  
Post Office Box 5482  
Denver, Colorado 80217

Dear Mr. Miller:

Thank you for your September 21 letter containing the General Code of Operating Rules (GCOR) Committee's approved change to GCOR Rule 312(4). The Federal Railroad Administration (FRA) has reviewed the proposed change and considers it acceptable.

FRA and the General Code Committee have expended considerable time and resources in attempting to resolve this complex issue and we recognize the Committee's hard work and determination in ultimately working out a compatible solution.

We appreciate your positive effort toward eliminating inconsistencies in operating rules and believe that it reflects a commitment by the General Code roads to enhance safety in train operations. We also appreciate your cooperation and willingness to work with us on issues such as this.

The Committee should agree upon an implementation date for the revised rule, to be not later than November 15, 1993.

Sincerely,

E. R. English

Edward R. English  
Director, Office of Safety  
Enforcement

# GENERAL CODE OF OPERATING RULES COMMITTEE

Chairman  
K.L. Miller, Jr.  
Southern Pacific Lines  
1515 Arapahoe St.  
Denver, CO 80202

Vice Chairman  
T.A. Wingstad  
Union Pacific Railroad  
320 W. 200 S.  
Salt Lake, UT 84101

Secretary  
R.E. Lee  
Union Pacific Railroad  
2827 Ray Drive  
Denison, TX 75020

Sept. 21, 1993

Mr. G. C. Cothen Jr.  
Associate Administrator for Safety  
Federal Railroad Administration  
400 Seventh Street, S. W.  
Washington, D. C. 20590

Dear Mr. Cothen;

The General Code of Operating Rules Committee has approved the following change to Rule 312(4).

## **(4) ABS TERRITORY**

At a signal displaying a Stop indication outside interlocking limits, the train will be governed as follows:

### **(A) Main Track.**

On a main track, after stopping, a train that is authorized beyond the signal must comply with one of the following procedures;

1. If authority beyond the signal is joint with other trains or employees, proceed at restricted speed;
2. A crew member must contact the train dispatcher to obtain permission to pass the Stop indication. The train may then proceed at restricted speed. However, if the train dispatcher cannot be contacted, move 100 feet past the signal, wait 5 minutes, then proceed at restricted speed.

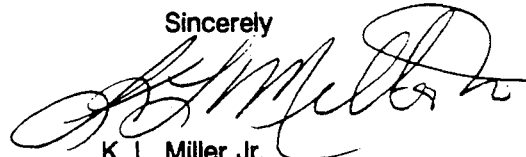
### **(B) Siding or Other Track.**

If the signal governs movement from a siding or other track to the main track, comply with Rule 317.

In addition to the above change, each railroad operating under the General Code of Operating Rules would issue instructions to their train dispatchers requiring them to check current authorities for possible conflicts before granting permission to pass a signal displaying Stop indication.

Please advise if the above actions will eliminate your concern with the present GCOR Rule 312(4).

Sincerely



K. L. Miller Jr.

Chairman, General Code of Operating Rules Committee