

Critical Rules and Supplemental Rules

By Category

Use of Switches and Derails - Test Type 101

- Critical Rules
 - 8.2 Position of Switches
 - 8.3 Main Track Switches
 - 8.20 Derail Location and Position
 - SSI Item 10K Main Track Switches
- Supplemental Rules
 - 7.1 Switching Safely and Efficiently
 - 8.4 Lining Main Track Switch
 - 8.8 Switches Equipped with Locks, Hooks, or Latches
 - 8.9.1 Testing Spring Switch
 - 8.12 Hand-Operated Crossover Switches
 - 8.19 Automatic Switches
 - 8.19.1 Radio Controlled Switches
 - Item 22 Roadway Signs (Switch Flags)
 - 82.3 Switch Operation

Shoving Movements – Test Type 102

- Critical Rules
 - 6.5 Shoving Movements
 - 6.5.1 Remote Control Movements
- Supplemental Rules
 - 7.4 Precautions for Coupling or Moving Cars or Engines
 - 7.12 Movement into Spur Tracks

Close Clearances – Test Type 103

- Critical Rules
 - 81.8.1 Avoiding Fouling Hazards
- Supplemental Rules
 - 81.8.3 Impaired Clearances

Critical Rules and Supplemental Rules

By Category

Working On, Under, Between, Around Equipment - Test Type 104

- Critical Rules
 - 5.13 Blue Signal Protection
 - 35.4.2 Remote Control Transmitter Testing
 - 81.2.2 Sufficient Distance
 - 81.5.4 Understanding Between Crew members Before Crossing Through or Fouling Tracks (Red Zone)
 - 81.7 Riding Equipment
 - 81.13.1 Working Between Equipment
- Supplemental Rules
 - 35.4.1 Man-down Transmission
 - 81.2.1 Walking Near or Crossing Track
 - 81.4.1 Standing Equipment
 - 81.4.2 Getting On and Off Moving Equipment
 - 81.5.1 Crossing Through Standing Equipment
 - 81.13 Coupling and Uncoupling Equipment
 - 81.13.2 Coupler Adjustment

Critical Rules and Supplemental Rules

By Category

Red Signal, Main Track Authority, Restricted Speed, Speed - Test Type 105

- Critical Rules
 - 6.7 Remote Control Zone
 - 6.27 Restricted Speed
 - 6.28 Movement On Other Than Main Track
 - 18.7 PTC System Inputs and Prompts
 - SSI Item 13.8.2 Detector Failure
- Supplemental Rules
 - 5.4.7 Display of Red Flag
 - 6.31 Maximum Authorized Speed
 - 9.2.6 Approach
 - 9.2.14 Restricted Speed
 - 9.2.15 Stop
 - 9.2.19 Stop
 - 9.5 Where Stop Must be Made
 - 9.9 Train Delayed Within a Block
- Supplemental Rules Continued
 - 9.12.1 CTC Territory
 - 9.12.2 Manual Interlockings
 - 9.12.3 Automatic Interlockings
 - 9.12.4 ABS Territory
 - 9.12.4A Main Track
 - 9.12.4B Movement With the Current of Traffic
 - 9.12.4C Siding or Other Track
 - 9.12.4D Control Point Locations
 - 9.13 When Instructed to Operate Dual Control Switches by Hand
 - 9.15 Track Permits
 - 9.16 Stop and Proceed Indication
 - 10.1 Authority to Enter CTC Limits
 - 14.2 Designated Limits

Critical Rules and Supplemental Rules

By Category

Securement, Air Brake and Train Handling – Test Type 106

- Critical Rules
 - 7.6 Securing Cars, Engines, Trains, etc
 - 32.1 Securing Equipment
 - 32.1.1 Securement Procedures
 - 32.1.2 Securing an Unattended Train or Portion of Train with Locomotive Attached
 - 32.1.3 Securing an Unattended Train Before Detaching Locomotives
 - 32.1.4 Single Car Securement
 - 32.2.1 Unattended Locomotives
- Supplemental Rules
 - 1.33 Safety Inspection
 - 30.3.1 Initial Terminal Air Brake Test-Class 1
 - 30.5.1 Transfer Train Movement Air Brake Test
 - 30.7.1 Application and Release Test-Class 3
 - 30.10.1 Air Brake Test Requirements
 - 32.1.5 Securing Specialized Equipment
 - 32.1.6 Releasing Hand Brakes
 - 32.2.1.1 Securing Locomotive Cab Doors
 - 34.1 Train Handling
 - SSI Item 10L Additional Equipment Securement Requirements