

Cross Reference - Subject to Rule Number, 2005 GCOR

Absence from Duty		Authority	
1.15	Duty—Reporting or Absence	See Main Track	
1.16	Subject to Call	Automatic Interlocking	
Accidents		6.16	Approaching Railroad Crossings, Drawbridges, and End of Multiple Main Track
1.1.3	Accidents, Injuries, and Defects	9.9.1	Passing Approach to Automatic Interlocking
1.2.3	Equipment Inspection	9.12.3	Automatic Interlocking
1.2.4	Mechanical Inspection	9.19	Leaving Equipment in Signal Systems
1.2.6	Statements	Automatic Switches	
1.2.7	Furnishing Information	8.19	Automatic Switches
2.10	Emergency Calls	Automatic Warning Devices	
ACS		6.32.1	Cars Shoved, Kicked or Dropped
11.1	Establishing Absolute Block	6.32.2	Automatic Warning Devices
11.2	Signal Indications with Absolute Block	6.32.4	Clear of Crossings and Signal Circuits
11.3	Broken or Missing Seals	6.32.5	Actuating Automatic Warning Devices Unnecessarily
13.1.1	Observation of Signals	Bell	
13.1.2	Conforming with Block Signals	5.8.1	Ringling Engine Bell
13.1.3	Does Not Indicate Conditions Ahead	5.8.3	Whistle Failure
13.1.4	Cab Signals Cut In and Out	Block Register Territory	
13.2.1	Restrictive to More Favorable	6.15	Block Register Territory
13.2.2	Favorable to More Restrictive	Block Signals	
13.2.3	Elimination of Audible Indicator	See Signals	
13.3.1	Cab Signal and Block Signal Do Not Agree	2.12	Fixed Signal Information
13.3.2	Inoperative Cab Signal Device	5.15	Improperly Displayed Signals
13.3.3	Movement with an Inoperative Cab Signal Device	5.16	Observe and Call Signals
Against the Current of Traffic		9.5	Where Stop Must Be Made
See Movements Against the Current of Traffic		9.7	Failure to Display Most Restrictive Indication
Air Brake		9.9	Train Delayed Within a Block
1.3.1	Rules, Regulations, and Instructions	9.9.1	Passing Approach to Automatic Interlocking
1.14	Employee Jurisdiction	9.10	Initiating Movement Between Signals
4.2	Special Instructions	Blue Signal	
7.11	Charging Necessary Air Brakes	5.13	Blue Signal Protection of Workman
15.6	Change of General Order, Special Instruction or Rule	Bowl Tracks	
Alcohol		7.13	Protection of Employees in Bowl Tracks
1.5	Drugs and Alcohol	Cab Signals	
Altercations		See Signals	
1.7	Altercations	Call Lights	
Altering Equipment		9.24	Call Lights
1.23	Altering Equipment	Careless	
Appearance		1.6	Conduct
1.8	Appearance	Cars	
ATC		1.2.4	Mechanical Inspection
11.1	Establishing Absolute Block	1.20	Alert to Train Movement
11.2	Signal Indications with Absolute Block	1.21	Occupying Roof
11.3	Broken or Missing Seals	1.23	Altering Equipment
17.1	Automatic Train Control Territory	1.31	Repairs to Foreign Cars
17.2	Taking Charge	1.32	Overheated Wheels
17.3	Cut In and Cut Out Requirements	1.33	Inspection of Freight Cars
17.4	Departure Test Requirements	1.34	Flat Spot
17.5	High Speed Setting	1.35	Dump Doors
17.5.1	Over 40 MPH	1.37	Open Top Loads
17.5.2	Under 40 MPH	1.41	Engines Coupled to Occupied Passenger Cars
17.5.3	Restricting Aspect	5.12	Protection of Occupied Outfit Cars
17.6	Conforming with Block Signals	6.5	Handling Cars Ahead of Engine
17.6.1	Approaching Diverging Route	6.20	Equipment Left on Main Track
17.7	ATC Failure / Cut Out Enroute	6.28.3	Cars or Equipment Left on Siding
17.7.1	Speed Indicator in ATC	6.32.4	Clear of Crossings and Signal Circuits
17.7.2	ATC Motion Light	7.4	Precautions for Coupling or Moving Cars or Engines
17.8	Improper Display	9.19	Leaving Equipment in Signal Systems
ATS		9.20	Clear Track Circuits
11.1	Establishing Absolute Block	9.22	Standing on Sanded Rail
11.2	Signal Indications with Absolute Block	15.5	Protection When Tracks Blocked with Equipment
11.3	Broken or Missing Seals	Central Traffic Control (CTC)	
12.1	Required Equipment	See Track and Time	
12.2	ATS Device Cut Out, Not Equipped, or Not Working	6.3.1	Train Coordination
12.3.1	ATS Penalty Brake Application	6.4.2	Movements Within Control Points or Interlockings
12.3.2	ATS Inoperative	6.13	Yard Limits
12.3.3	Damage Inductor		

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9.5.2	Protection If Signal Appliance or Track is Damaged	6.3.1	Train Coordination
9.5.3	Protection During Repairs	6.25	Movement Against the Current of Traffic
9.5.4	Authority to Proceed	9.12.4	ABS Territory
9.5.5	Reporting Delays	16.1	Authority to Enter DTC Limits
9.9	Trains Delayed Within a Block	16.2	DTC Block Authority
9.12.1	CTC Territory	16.3	Movement in a Specified Direction
9.13	When Instructed to Operate Dual Control Switches by Hand	16.4	Work and Time
9.13.1	Hand Operation of Dual Control Switches	Discourteous	
9.18	Electrically Locked Switches and Derails	1.6	Conduct
10.1	Authority to Enter CTC Limits	Dishonest	
10.2	Clearing Through Hand-Operated Switches	1.6	Conduct
Change of Direction		Distant Signals	
6.4.2	Movement Within Control Point or Interlocking	8.9.6	Approaching a Spring Switch in Non-Signaled Territory
Circulars		Ditch Lights	
1.3.3	Circulars, Instructions, and Notices	5.9.5	Displaying Ditch Lights
Conduct		Double Track	
1.6	Conduct	5.4.6	Display of Flags Within Current of Traffic
Conductor		6.16	Approaching Railroad Crossings, Drawbridges, and End of Multiple Main Track
1.47	Duties of Crew Members	6.24	Movement on Double Track
Continued Employment		6.25	Movement Against the Current of Traffic
1.1	Safety	6.26	Use of Multiple Main Track
Controlled Siding		8.3	Main Track Switches
6.4	Reverse Movements	9.12.4	ABS Territory
6.23	Emergency Stop or Severe Slack Action	9.14	Movement with the Current of Traffic
Control Point		9.14.1	Reporting Clear of a Track Having a Current of Traffic
6.4.2	Movement Within Control Point or Interlocking	15.3	Authorizing Movement Against the Current of Traffic
Control Operators		Drawbridge	
1.3.1	Rules, Regulations, and Instructions	6.16	Approaching Railroad Crossings, Drawbridges, and End of Multiple Main Track
1.45	Duties of Control Operator and Operators	Driving Record	
Credit		1.6.1	Motor Vehicle Driving Records
1.25	Credit or Property	Dropped Cars	
Crew Members		6.32.1	Cars Shoved, Kicked or Dropped
1.47	Duties of Crew Members	7.1	Switching Safely and Efficiently
Crossings		7.7	Kicking or Dropping Cars
See Public Crossing		Dual Control Switches	
See Railroad Crossing		8.1	Hand Operation of Switches
Crossover Switches		8.8	Switches Equipped with Locks, Hooks or Latches
8.3	Main Track Switches	8.17	Avoid Sanding Over Moveable Parts
8.12	Crossover Switches	8.19	Automatic Switches
8.14	Conflicting Movements Approaching Switch	9.13	When Instructed to Operate Dual Control Switches by Hand
CTC		9.13.1	Hand Operation of Dual Control Switches
See Central Traffic Control		Drugs	
9.5.1	Changing Established Route	1.5	Drugs and Alcohol
Current of Traffic		DTC	
5.4.6	Display of Flags Within Current of Traffic	See Direct Traffic Control	
6.24	Movement on Double Track	Dump Doors	
6.25	Movement Against the Current of Traffic	1.35	Dump Doors
9.12.4	ABS Territory	Electrically Locked Switches	
9.14	Movement with the Current of Traffic	9.18	Electrically Locked Switches and Derails
9.14.1	Reporting Clear of a Track Having a Current of Traffic	Emergency	
15.3	Authorizing Movement Against the Current of Traffic	2.10	Emergency Calls
Damage to Property		Emergency Stop	
See Railroad Property		6.23	Emergency Stop or Severe Slack Action
Defects		Employees Working Sign	
1.1.3	Accidents, Injuries, and Defects	5.14	Signs Protecting Equipment
1.2.3	Equipment Inspection	Employment	
1.40	Reporting Engine Defects	1.18	Unauthorized Employment
6.21.1	Protection Against Defects	Engineer	
Delayed Within a Block		1.6.1	Motor Vehicle Driving Records
9.9	Train Delayed Within a Block	1.47	Duties of Crew Members
9.9.1	Passing Approach to Automatic Interlocking	Engines	
Derails		1.2.4	Mechanical Inspection
See Hand-Operated Switches		1.20	Alert to Train Movement
8.8	Switches Equipped with Locks, Hooks or Latches	1.21	Occupying Roof
8.20	Derail Location and Position	1.23	Altering Equipment
9.18	Electrically Locked Switches and Derails	1.29	Avoiding Delays
Detoured Trains		1.30	Riding Engine
1.42	Trains Detoured		
Direct Traffic Control (DTC)			

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1.34	Flat Spots	8.14	Conflicting Movements Approaching Switch
1.39	Accuracy of Speed Indicator	8.15	Switches Run Through
1.40	Reporting Engine Defects	8.16	Damage or Defective Switches
1.41	Engines Coupled to Occupied Passenger Cars	9.13	When Instructed to Operate Dual Control Switches by Hand
5.9.4	Displaying Headlights Front and Rear	9.13.1	Hand Operation of Dual Control Switches
5.9.6	Displaying Oscillating White Headlight	9.18	Electrically Locked Switches and Derails
5.11	Engine Identifying Number	Hand Signals	
7.4	Precautions for Coupling or Moving Cars or Engines	2.13	In Place of Hand Signals
9.20	Clear Track Circuits	5.1	Signal Equipment
9.22	Standing on Sanded Rail	5.2	Receiving and Giving Signals
Equipment		5.2.1	Looking for Signals
See Cars		5.2.2	Signals Used by Employees
See Engines		5.3.1	Hand Signals
1.1.4	Condition of Equipment and Tools	5.3.2	Giving Signals
1.2.3	Equipment Inspection	5.3.3	Signal Disappearance
1.2.4	Mechanical Inspection	5.3.4	Signal to Stop
1.20	Alert to Train Movement	5.3.5	Acknowledge Stop Signal
1.22	Not Permitted on Equipment	5.3.6	Radio and Voice Communication
1.23	Altering Equipment	5.9.1	Dimming Headlight
15.4	Protection When Tracks Blocked with Equipment	Hazardous Material Instructions	
Examinations		1.3.1	Rules, Regulations, and Instructions
1.3.1	Rules, Regulations, and Instructions	1.14	Employee Jurisdiction
Excepted Track		Headlight	
6.12	FRA Excepted Track	5.9	Headlight Display
Fire		5.9.1	Dimming Headlight
1.28	Fire	5.9.2	Headlight Off
Fixed Signal		5.9.3	Headlight Failure
2.12	Fixed Signal Information	5.9.4	Displaying Headlights Front and Rear
5.15	Improperly Displayed Signals	5.9.6	Display Oscillating White Headlight
Flagmen		Hours of Service	
5.2.2	Signals Used by Employees	1.17	Hours of Service Law
Flag Protection		15.12	Relief of Engineer or Conductor During Trip
6.19	Flag Protection	Hump Yard	
Flags		7.13	Protection of Employees in Bowl Tracks
See Green Flags		Identifying Engine Number	
See Yellow Flags		5.11	Engine Identifying Number
See Yellow/Red Flags		Immoral	
See Red Flags		1.6	Conduct
FRA Excepted Track		Injuries	
6.12	FRA Excepted Track	1.1.2	Alert and Attentive
Fusee		1.1.3	Accidents, Injuries, and Defects
5.6	Unattended Fusee	1.2.1	Care for Injured
Games		1.2.2	Witnesses
1.10	Games, Reading, or Electronic Devices	1.2.3	Equipment Inspection
General Order		1.2.4	Mechanical Inspection
1.3.1	Rules, Regulations, and Instructions	1.2.5	Reporting
1.3.2	General Order	1.2.6	Statements
4.1.1	Notice of New Timetable	1.2.7	Furnishing Information
15.6	Change of General Order, Special Instruction or Rule	2.10	Emergency Calls
Gratuities		Information	
1.26	Gratuities	1.27	Divulging Information
Green Flags		Initiating Movement	
5.4.2	Display of Yellow Flag	6.2	Initiating Movement
5.4.5	Display of Green Flag	15.10	Retaining Track Bulletins
5.4.6	Display of Flags Within Current of Traffic	Inspection	
5.15	Improperly Displayed Signals	1.2.4	Mechanical Inspection
Hand Brakes		1.33	Inspection of Freight Cars
7.4	Precautions for Coupling or Moving Cars or Engines	6.29.1	Inspecting Passing Trains
7.5	Testing Hand Brakes	6.29.2	Train Inspections by Crew Members
7.6	Securing Cars or Engines	Instructions	
Handling Cars Ahead of Engine		1.3.1	Rules, Regulations, and Instructions
6.5	Handling Cars Ahead of Engine	1.3.3	Circulars, Instructions, and Notices
Hand-Operated Switches		1.13	Reporting and Complying with Instructions
See Main Track Switches		6.1	Repeat Instructions
See Spring Switches		Insubordinate	
8.1	Hand Operation of Switches	1.6	Conduct
8.2	Position of Switches	1.13	Reporting and Complying with Instructions
8.8	Switches Equipped with Locks, Hooks or Latches	Interlocking	
8.11	Switches in Sidings	See Manual Interlocking	
8.12	Crossover Switches		

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See Automatic Interlocking	9.19	Leaving Equipment in Signal Systems	
Junctions	Maximum Speed		
6.17	Switches at Junctions	6.31	Maximum Authorized Speed
6.18	Stopping Clear of Crossings and Junctions	Marker	
Jurisdiction	5.10	Marker	
1.14	Employee Jurisdiction	5.10.1	Highly Visible Marker
Kicked Cars	5.10.2	Alternative Markers	
6.32.1	Cars Shoved, Kicked or Dropped	Men Working Sign	
7.1	Switching Safely and Efficiently	5.14	Signs Protecting Equipment Meets
7.7	Kicking or Dropping Cars	6.8	Stopping Clear for Meeting or Passing
Main Track	6.9	Meeting or Passing Precautions	
See Main Track Authority	Misconduct		
2.14	Mandatory Directive	1.4	Carrying Out Rules and Reporting Violations
6.2	Initiating Movement	Motor Vehicle Driving Records	
6.2.1	Train Location	1.6.1	Motor Vehicle Driving Records
6.3.1	Train Coordination	Movements Against the Current of Traffic	
6.4	Reverse Movements	6.13	Yard Limits
6.4.1	Permission for Reverse Movements	6.25	Movement Against the Current of Traffic
6.10	Calling Attention to Restrictions	14.6	Movement Against the Current of Traffic
6.20	Equipment Left on Main Track	15.3	Authorizing Movement Against the Current of Traffic
6.23	Emergency Stop or Severe Slack Action	Multiple Main Track	
9.14.1	Reporting Clear of a Track Having a Current of Traffic	6.16	Approaching Railroad Crossings, Drawbridges, and End of Multiple Main Track
15.5	Protection When Tracks Blocked with Equipment	6.26	Use of Multiple Main Track
Main Track Authority		Napping	
6.3	Main Track Authorization	1.11	Sleeping
6.13	Yard Limits	1.11.1	Napping
6.14	Restricted Limits (BRT)	Negligence	
6.15	Block Register Territory	1.4	Carrying Out Rules and Reporting Violations
9.14	Movement with the Current of Traffic	1.6	Conduct
9.15	Track Permit	Notices	
10.1	Authority to Enter CTC Limits	1.3.3	Circulars, Instructions, and Notices
10.3	Track and Time	Obeying the Rules	
14.1	Authority to Enter TWC Limits	1.1	Safety
16.1	Authority to Enter DTC Limits	1.3.1	Rules, Regulations, and Instructions
16.4	Work and Time	1.4	Carrying Out Rules and Reporting Violations
Main Track Switches		Open Top Loads	
See Spring Switches		1.37	Open Top Loads
See Dual Control Switches		1.38	Shipments Susceptible to Damage
8.3	Main Track Switches	7.3	Additional Switching Precautions
8.4	Lining Main Track Switch	Operating Rules	
8.5	Clearing Main Track Before Restoring Switch	1.3.1	Rules, Regulations, and Instructions
8.6	Restoring Switch to Normal Position	1.3.2	General Order
8.7	Clearing of Main Track Switches	4.2	Special Instructions
8.8	Switches Equipped with Locks, Hooks or Latches	15.6	Change of a General Order, Special Instruction, or Rule
8.12	Crossover Switches	Oscillating or Flashing Red Light	
9.14.1	Reporting Clear of a Track Having a Current of Traffic	5.9.7	Displaying Oscillating or Flashing Red Light
9.17	Entering Main Track at Hand-Operated or Spring Switch	Oscillating White Headlight	
10.1	Authority to Enter CTC Limits	5.9.6	Displaying Oscillating White Headlight
10.2	Clearing Through Hand-Operated Switches	Other Than Main Track	
14.3.1	Leaving the Main Track	6.28	Movement on Other Than Main Track
14.7	Reporting Clear of Limits	9.20	Clear Track Circuits
Manual Interlocking		Outfit Cars	
6.3	Main Track Authorization	5.12	Protection of Occupied Outfit Cars
6.4.1	Permission for Reverse Movement	7.9	Switching Passenger or Occupied Outfit Cars
6.4.2	Movement Within Control Point or Interlocking	Overlap Circuits	
6.16	Approaching Railroad Crossings, Drawbridges, and End of Multiple Main Track	9.21	Overlap Circuits
8.17	Avoid Sanding Over Moveable Parts	Passenger Trains & Cars	
9.5.1	Changing Established Route	1.41	Engines Coupled to Occupied Passenger Cars
9.5.2	Protection If Signal Appliance or Track is Damaged	6.30	Receiving or Discharging Passengers
9.5.3	Protection During Repairs	7.3	Additional Switching Precautions
9.5.4	Authority to Proceed	7.9	Switching Passenger or Occupied Outfit Cars
9.5.5	Reporting Delays	Passengers	
9.9	Train Delayed Within a Block	1.2.1	Care for Injured
9.12.2	Manual Interlockings	1.4	Carrying Out Rules and Reporting Violations
9.13	When Instructed to Operate Dual Control Switches by Hand	Passing	
9.13.1	Hand Operation of Dual Control Switches	6.8	Stopping Clear for Meeting or Passing
9.18	Electrically Locked Switches and Derails	6.9	Meeting or Passing Precautions
		Permanent Speed Signs	
		5.5	Permanent Speed Signs

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Personal Injuries		Remote Control	
See Injuries		5.12	Position of Occupied Outfit Cars
Picking Up Crew Member		5.13	Blue Signal Protection of Workmen
6.6	Picking Up Crew Member	6.5.1	Remote Control Movements
Power-Operated Switch		6.7	Remote Control Zone
See Dual Control Switches		7.13	Protection of Employees in Bowl Tracks
Practical Jokes		Repeat of Instructions	
1.7	Altercations	6.1	Repeat Instructions
Property		Reporting for Duty	
See Railroad Property		1.15	Duty—Reporting or Absence
Public Crossings		Respect of Railroad Company	
5.8.1	Ringin Engine Bell	1.9	Respect of Railroad Company
5.8.2	Sounding Whistle	Restricted Limits	
5.8.3	Whistle Failure	6.14	Restricted Limits
5.9.3	Headlight Failure	6.25	Movement Against the Current of Traffic
5.9.5	Displaying Ditch Lights	9.12.4	ABS Territory
5.9.6	Displaying Oscillating White Headlight	Restricted Speed	
6.32.1	Cars Shoved, Kicked or Dropped	6.27	Movement at Restricted Speed
6.32.2	Automatic Warning Devices	9.10	Initiating Movement Between Signals
6.32.3	Protection of Adjacent Tracks	9.11	Movement from Signal Requiring Restricted Speed
6.32.4	Clear of Crossings and Signal Circuits	Restrictions	
6.32.5	Actuating Automatic Warning Devices Unnecessarily	1.47	Duties of Crew Members
6.32.6	Blocking Public Crossings	Retarders	
Quarrelsome		8.17	Avoid Sanding Over Moveable Parts
1.6	Conduct	Reverse Movements	
Radio		6.4	Reverse Movements
2.1	Transmitting	6.4.1	Permission for Reverse Movement
2.2	Required Identification	6.6	Picking Up Crew Member
2.3	Repetition	Road Crossing	
2.4	Ending Transmission	See Public Crossing	
2.5	Communication Redundancy	Rule 9.14 (Current of Traffic)	
2.6	Communication Not Understood or Incomplete	6.3	Main Track Authorization
2.7	Monitoring Radio Transmission	6.3.1	Train Coordination
2.8	Acknowledgment	9.12.4	ABS Territory
2.9	Misuse of Radio Communications	Rules	
2.10	Emergency Calls	1.3.1	Rules, Regulations, and Instructions
2.11	Prohibited Transmission	15.6	Change of General Order, Special Instruction or Rule
2.12	Fixed Signal Information	Rule Violation	
2.13	In Place of Hand Signals	1.2.7	Furnishing Information
2.14	Mandatory Directive	Safety	
2.15	Phonetic Alphabet	1.1	Safety
2.16	Assigned Frequencies	1.1.1	Maintaining a Safe Course
2.17	Radio Testing	1.1.2	Alert and Attentive
2.18	Malfunctioning Radio	1.1.3	Conditions of Equipment and Tools
2.19	Blasting Operations	1.3.1	Rules, Regulations, and Instructions
2.20	Internal Adjustments	1.4	Carrying Out Rules and Reporting Violations
5.3.6	Radio and Voice Communication	1.6	Conduct
5.3.7	Radio Response	1.20	Alert to Train Movement
Railroad Crossings		2.6	Communication Not Understood or Incomplete
6.16	Approaching Railroad Crossings, Drawbridges, and End of Multiple Main Track	5.13	Blue Signal Protection of Workmen
6.18	Stopping Clear of Crossings and Junctions	Safety Rules	
9.9.1	Passing Approach to Automatic Interlocking	1.14	Employee Jurisdiction
Railroad Property		4.2	Special Instructions
1.2.2	Witness	Sanded Rail	
1.18	Care of Property	9.22	Standing on Sanded Rail
1.23	Altering Equipment	Scale Track Switches	
1.24	Clean Property	8.13	Scale Track Switches
1.25	Credit or Property	Securing Cars or Engines	
Reading		See Hand Brakes	
1.10	Games, Reading, or Electronic Devices	Service Connection Sign	
Red Flags		5.14	Signs Protecting Equipment
5.4.7	Display of Red Flag or Red Light	Shoving Cars	
5.4.8	Flag Location	6.5	Handling Cars Ahead of Engine
5.15	Improperly Displayed Signals	6.32.1	Cars Shoved, Kicked or Dropped
15.2	Protection by Track Bulletin Form B	Siding	
Regulations		6.8	Stopping Clear for Meeting or Passing
1.3.1	Rules, Regulations, and Instructions	6.9	Meeting or Passing Precautions
1.3.2	General Order	6.10	Instructions to Clear a Following Train
		6.28	Movement on Other than Main Track
		6.28.1	Sidings of Assigned Direction

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- 6.28.2 Stopping Clear in Siding
- 6.28.3 Cars or Equipment Left on Siding
- 8.11 Switches in Sidings
- 9.20 Clear Track Circuits
- 15.5 Protection When Tracks Blocked with Equipment
- Signals
 - See Fixed Signals
 - See Distant Signals
 - See Block Signals
 - See Cab Signals
 - See Hand Signals
 - See Signal Indication
- 1.47 Duties of Crew Members
- 9.1 Signal Aspects and Indications
- 9.2 Location of Signals
- 9.3 What Signals Govern
- 9.4 Improperly Displayed Signals or Absent Light
- 9.5 Where Stop Must Be Made
- 9.9 Train Delayed Within a Block
- 9.10 Initiating Movement Between Signals
- 9.11 Movement from Signal Requiring Restricted Speed
- Signal Indication
 - 9.6 Change of Signal Indication
 - 9.7 Failure to Display Most Restrictive Indication
 - 9.8 Next Governing Signal
 - 9.11 Movement from Signal Requiring Restricted Speed
 - 9.12.1 CTC Territory
 - 9.12.2 Manual Interlockings
 - 9.12.3 Automatic Interlockings
 - 9.12.4 ABS Territory
 - 9.16 Stop and Proceed Indication
- Signs
 - 5.14 Signs Protecting Equipment
- Sleeping
 - 1.11 Sleeping
 - 1.11.1 Napping
- Special Instructions
 - 1.3.1 Rules, Regulations, and Instructions
 - 1.3.2 General Order
 - 1.14 Employee Jurisdiction
 - 4.2 Special Instructions
 - 15.6 Change of a General Order, Special Instruction, and Rule
- Speed Indicator
 - 1.39 Accuracy of Speed Indicator
- Speed Restrictions
 - 2.14 Mandatory Directive
 - 6.31.1 Permanent Speed Restrictins
- Speed Signs
 - 5.5 Permanent Speed Signs
- Spring Switches
 - 8.1 Hand Operation of Switches
 - 8.3 Main Track Switches
 - 8.8 Switches Equipped with Locks, Hooks or Latches
 - 8.9 Movement Over Spring Switches
 - 8.9.1 Test Spring Switch
 - 8.9.2 Trailing Through and Stopping on a Spring Switch
 - 8.9.3 Hand Operating a Spring Switch Before Making a Trailing Movement
 - 8.9.4 During Snow or Ice Storms
 - 8.9.5 Spiking Spring Switch
 - 8.9.6 Approaching a Spring Switch in
- Non-Signaled Territory
 - 8.10 Switch Point Indicator
 - 8.17 Avoid Sanding Over Moveable Parts
 - 9.17 Entering Main Track at Hand-Operated or Spring Switch
- Standard Time
 - 3.1 Standard Time
 - 3.2 Watch Requirement
- 3.3 Time Comparison
- Statements
 - 1.2.6 Statements
- Spur Track
 - 7.12 Movement Into Spur tracks
- Stop Sign
 - 6.16 Approaching Railroad Crossings, Drawbridges, and End of Multiple Main Track
- Stop and Proceed Indication
 - 9.16 Stop and Proceed Indication
 - 10.3 Track and Time
- Stop Signal
 - 5.3.4 Signal to Stop
 - 5.3.5 Acknowledge Stop Signal
 - 5.4.7 Display of Red Flag or Red Light
 - 5.6 Unattended Fusee
 - 9.5 Where Stop Must Be Made
 - 9.6 Change of Signal Indication
 - 9.12.1 CTC Territory
 - 9.12.2 Manual Interlockings
 - 9.12.3 Automatic Interlockings
 - 9.12.4 ABS Territory
 - 9.16 Stop and Proceed Indication
 - 10.1 Authority to Enter CTC Limits
 - 10.3 Track and Time
- Subject to Call
 - 1.16 Subject to Call
- Suspension of Block System
 - 9.23 Suspension of Block System
 - 9.23.1 Guidelines While Block System is Suspended Switches
 - See Crossover Switches
 - See Hand-Operated Switches
 - See Spring Switches
 - See Dual Control Switches
 - See Derails
 - See Main Track Switches
 - See Scale Track Switches
 - See Variable Switches
 - See Automatic Switches
- Switching
 - See Hand Signals
 - 2.2 Required Identification
 - 2.3 Repetition
 - 2.13 In Place of Hand Signals
 - 5.3.7 Radio Response
 - 5.9.1 Dimming Headlight
 - 7.1 Switching Safely and Efficiently
 - 7.2 Communication Between Crews Switching
 - 7.3 Additional Switching Precautions
 - 7.4 Precautions for Coupling or Moving Cars or Engines
 - 7.7 Kicking or Dropping Cars
 - 7.8 Coupling or Moving Cars on Tracks Where Cars are Being Loaded or Unloaded
 - 7.9 Switching Passenger or Occupied Outfit Cars
 - 7.10 Movement Through Gates or Doorways
 - 7.11 Charging Necessary Air Brakes
 - 7.12 Movement Into Spur tracks
- Switch Point Indicator
 - 8.9.6 Approaching a Spring Switch in
- Non-Signaled Territory
 - 8.10 Switch Point Indicator
- Tank Car Connected Sign
 - 5.14 Signs Protecting Equipment
- Time
 - See Standard Time
- Timetable
 - 1.3.1 Rules, Regulations, and Instructions
 - 1.14 Employee Jurisdiction
 - 4.1 New Timetable
 - 4.1.1 Notice of New Timetable

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4.3	Timetable Characters	1.20	Alert to Train Movement
15.6	Change of a General Order, Special Instruction, and Rule	1.29	Avoiding Delays
Tools		1.30	Riding Engine
1.1.4	Condition of Equipment and Tools	1.32	Overheated Wheels
1.2.3	Equipment Inspection	1.42	Trains Detoured
Torpedoes		1.43	Stopped in Tunnels
5.7	Torpedoes	2.5	Communication Redundancy
Track and Time		5.10	Marker
2.14	Mandatory Directive	5.10.1	Highly Visible Marker
10.3	Track and Time	5.10.2	Alternative Markers
10.3.1	Protection of Limits	5.11	Engine Identifying Number
10.3.2	Protection of Machines, Track Cars, or Employees	6.2.1	Train Location
10.3.3	Joint Track and Time	6.10	Instructions to Clear a Following Train
10.3.4	Track and Time Acknowledgment	6.21	Precautions Against Unusual Conditions
Track Bulletin		6.21.1	Protection Against Defects
1.3.1	Rules, Regulations, and Instructions	6.22	Maintaining Control of Train or Engine
1.47	Duties of Crew Members	6.29.1	Inspecting Passing Trains
2.14	Mandatory Directive	6.29.2	Train Inspections by Crew Members
4.1.1	Notice of New Timetable	15.7	Copying Track Bulletins
15.1	Track Bulletins	Train Coordination	
15.1.1	Changing Address of Track Warrants or Track Bulletins	6.3.1	Train Coordination
15.2	Protection by Track Bulletin Form B	Train Inspection	
15.3	Authorizing Movement Against the Current of Traffic	See Inspection	
15.4	Protection When Tracks Removed from Service	Train Dispatchers	
15.5	Protection When Tracks Blocked with Equipment	1.3.1	Rules, Regulations, and Instructions
15.6	Change of a General Order, Special Instruction, or Rule	1.45	Duties of Train Dispatchers
15.7	Copying Track Bulletins	Tunnels	
15.8	Duplicating Track Bulletins	1.43	Stopped in Tunnels
15.9	Mechanical Transmission of Track Bulletins	Unauthorized Employment	
15.10	Retaining Track Bulletins	1.18	Unauthorized Employment
15.11	Restrictions to Crew Members	Unusual Conditions	
15.12	Relief of Engineer or Conductor During Trip	6.21	Precautions Against Unusual Conditions
15.13	Voiding Track Bulletins	6.21.1	Protection Against Defects
15.14	Delivering Track Bulletins	6.21.2	Water Above Rail
Track Occupancy Indicator		Utility Employee	
9.5.6	Track Occupancy Indicator	5.13.1	Utility Employees
Track Permits		Variable Switches	
2.14	Mandatory Directive	8.10	Switch Point Indicator
6.3.1	Train Coordination	8.17	Avoid Sanding Over Moveable Parts
6.13	Yard Limits	8.18	Variable Switches
6.25	Movement Against the Current of Traffic	Voiding Track Bulletins	
9.15	Track Permit	15.13	Voiding Track Bulletins
9.15.1	Issuing Track Permits	Violations	
9.15.2	Clearing Track Permits	1.4	Carrying Out Rules and Reporting Violations
Track Warrant		Watch	
See Track Warrant Control		3.2	Watch Requirement
2.14	Mandatory Directive	Water Above Rail	
1.47	Duties of Crew Members	6.21.2	Water Above Rail
15.11	Restrictions to Crew Members	Weapons	
15.12	Relief of Engineer or Conductor During Trip	1.12	Weapons
Track Warrant Control		Whistle	
See Track Warrants		5.8.2	Sounding Whistle
9.12.4	ABS Territory	5.8.3	Whistle Failure
14.1	Authority to Enter TWC Limits	Witness	
14.2	Designated Limits	1.2.2	Witnesses
14.3	Operating with Track Warrants	Working Limits	
14.3.1	Leaving the Main Track	6.3.1	Train Coordination
14.4	Occupying Same Track Warrant Limits	Wrestle	
14.5	Protecting Men or Equipment	1.7	Altercations
14.6	Movement Against the Current of Traffic	Written Main Track Authorities	
14.7	Reporting Clear of Limits	6.3	Main Track Authorization
14.8	Track Warrant Requests	Yardmasters	
14.9	Copying Track Warrants	1.46	Duties of Yardmasters
14.9.1	Duplicating Track Warrants	Yard Limits	
14.10	Track Warrant in Effect	6.13	Yard Limits
14.11	Changing Track Warrants	6.25	Movement Against the Current of Traffic
14.12	Voiding Track Warrants	9.12.4	ABS Territory
14.13	Mechanical Transmission of Track Warrants	Yellow Flags	
Train		5.4.1	Temporary Restrictions
		5.4.2	Display of Yellow Flag

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- 5.4.4 Authorized Protection by Yellow or Yellow-Red Flag
 - 5.4.6 Display of Flags Within Current of Traffic
 - 5.4.8 Flag Location
 - 5.15 Improperly Displayed Signals
- Yellow/Red Flags
- 5.4.1 Temporary Restrictions
 - 5.4.3 Display of Yellow-Red Flag
 - 5.4.4 Authorized Protection by Yellow or Yellow-Red Flag
 - 5.4.6 Display of Flags Within Current of Traffic
 - 5.4.8 Flag Location
 - 5.15 Improperly Displayed Signals
 - 15.2 Protection by Track Bulletin Form B