

CSX 2004 Rules Training

Study Guide

1. Trainmen called to flag for an outside contractor on controlled track must . . .
 - A. Obtain a copy of the appropriate dispatcher message
 - B. Inform the train dispatcher of what equipment is being protected, the work location
 - C. Obtain train location, communicating with the train dispatcher at time intervals not exceeding two hours and more often as necessary
 - D. All of the above are correct

2. In case of doubt or uncertainty, which course of action must be taken?
 - A. A steady course of action
 - B. A Carnegie course of action
 - C. The Safe course of action
 - D. No action is necessary

Scenario ONE for questions 3 through 7

Q61022 Engine CSX 6605 operating on number 2 Main Track has had an emergency brake application and has stopped. The crew has contacted the train dispatcher and reported the:

Milepost location of the head end after stopping
Milepost location one train length preceding the emergency brake application,
Situation as it is known, and
Fact that there is an adjacent track

The train dispatcher has control of movement and provided protection on number 1 Main Track.

3. The crew properly used the _____ channel to contact and notify the train dispatcher of the occurrence.
 - A. Yard
 - B. Emergency
 - C. Dispatcher
 - D. Engineering

4. After the engineer has attempted to reset the train's air brakes, air pressure does not restore at the rear of the train. A crewmember is now required to . . .
 - A. Walk the entire train
 - B. Inspect for derailed cars, shifted loads or other conditions that may endanger other train movement
 - C. Not move the train until the train and track have been inspected
 - D. All of the above are correct

5. While the crewmember is performing the necessary requirements, an additional train requests to move on number 1 Main track. The train dispatcher can grant authority for movement on number 1 Main track after . . .
- A. It is determined that Q61022 does not have hazardous cars in the train or that all cars that are hazardous have been inspected and there is nothing wrong with them
 - B. Q61022's crew has been advised that a train will pass on the adjacent track at restricted speed
 - C. The train requesting movement on number 1 Main Track is notified to move at restricted speed until the leading end of the train has passed the furthest end of Q61022
 - D. All of the above are correct
6. Once the crew has performed the necessary inspection, corrected the problem or problems, the brake pipe pressure is being restored, and information as to the results of the inspection has been made to the train dispatcher, the train dispatcher will ?
- A. Report the results to the Chief Train Dispatcher or Assistant Chief Dispatcher and
 - B. Notify the next train to pass the specified milepost locations at restricted speed,
 - C. Instruct the next train to report any irregularity with the track
 - D. All of the above are correct
7. Q61022 is now ready to depart from the location of the emergency brake application. At what speed will Q61022 move if they were operating in ABS territory.
- A. Controlled speed not exceeding the speed of the previous block signal
 - B. Restricted not exceeding 20 mph
 - C. Controlled speed not exceeding the speed authorized by verbal authority of the train dispatcher
 - D. Maximum authorized speed for their train or for the track, which ever is less

End of Scenario ONE

8. Controlled Sidings have signals that authorize a train to enter or leave the siding only, but do not authorize the movement within the siding. A Controlled Siding is a _____ track.
- A. Non-signaled
 - B. Type of main
 - C. Signaled
 - D. Main stem

9. Trains in a Controlled Siding must move prepared to stop within one half the range of vision, and stopping short as prescribed by Rule 46. The speed of the train must not exceed _____ mph, unless otherwise required by special instructions.
- A. 10
 - B. 15
 - C. 25
 - D. 30
10. Equipment can be left on sidings only
- A. In an emergency or when permitted by the train dispatcher
 - B. When it is convenient to do so
 - C. When performing a Class 1 brake test
 - D. All of the above are correct
11. When a train has moved into a siding and into the clear from a main track that did not have a signal to govern its movement from the main track, the conductor or engineer must _____
- A. Leave the switch open
 - B. Report clear to the train dispatcher
 - C. Remain stopped
 - D. Notify the roadmaster
12. A train must approach drawbridges, junctions and the end of two or more main tracks prepared to stop unless
- A. Switches are properly lined
 - B. Signals authorize the movement
 - C. The track is clear
 - D. All of the above are correct
13. Main tracks are designated in special instructions, including the appropriate _____
- A. Authority for movement
 - B. Train reporting station
 - C. Arrival and departure times of trains
 - D. Temporary speed restriction imposed by rules
14. Main tracks will be used by trains and on track equipment on the direction of
- A. Superintendent Bulletin
 - B. General Notice
 - C. Train dispatcher
 - D. System Notice

15. When an Automatic Grade Crossing Warning device has been reported as having a False Activation and there is no flagger or police present at the crossing
- A. Trains must stop at the crossing and wait for train dispatcher protection
 - B. Trains must proceed with caution at a speed not exceeding 15 mph
 - C. Trains must stop and a crew member must provide warning for pedestrians and highway users
 - D. Trains can proceed at maximum authorized speed for the type of train designated
16. When an Automatic Grade Crossing Warning device has been reported as having an Activation Failure and there is no flagger or police present at the crossing
- A. Trains do not have to stop at the crossing due to protection provided by the train dispatcher
 - B. Trains must move with caution at a speed not exceeding 15 mph
 - C. Trains must stop and a crew member must flag highway traffic to a stop.
 - D. Trains can proceed at maximum authorized speed for the type of train designated
17. Trains and On Track Equipment moving on a main track, signaled track or siding can expect hand operated switches _____ on those tracks.
- A. To be lined for movement
 - B. Left as last used
 - C. To not be lined for movement
 - D. Identified by block signs
18. A train is in the clear on a non-signaled track accessed through an electrically locked hand operated switch. What is required before that train can enter a signaled track from the non-signaled track?
- A. Perform a calendar day inspection of the train
 - B. Conductor or Engineer must obtain the permission of the train dispatcher before operating the electrically locked switch
 - C. Conductor or Engineer must wait until a train passes the location then 'steal' the switch
 - D. None of the above
19. In addition to signal indication or an authority from the train dispatcher, employees must obtain a _____ or _____ before occupying a main track, signaled track or siding.
- A. Written observation form/a prerequisite form
 - B. Written authority/track and time
 - C. Dispatcher bulletin and release form or a dispatcher bulletin per Rule 124
 - D. Yearly physical exam/annual evaluation by the trainmaster

Scenario TWO for questions 20 through 28

Train Q45619 is on duty at 0400 hours today's date. The crew is conductor JR Matthews, and engineer PL Thompson. The mixed freight train consists of:

Engines, CSXT 264 and UP 6620,
44 loads,
22 empties,
5060 tons,
3540 feet

This train will operate north from Hershey, Florida, milepost KS 100.0 to Landover, North Carolina, milepost KS 180.0 on the Hershey (HY), Clifford (CL), Logan (LO) and Landover (LN) subdivisions. The following authorities for movement are in effect:

HY = 261; CP 100.0-CP 130; (KS 100 - KS 130)

CL = 251; CP 130-CP 150; (KS 130 - KS 150)

LO = non signaled DTC-TWC; (MP KS 150-KS 177)

Crow - KS 150 - KS 162

Banks - KS 162 - KS 170

Simon - KS 170 - KS 177

LN = non signaled 193 KS 177 KS 180

- 20.** A Dispatcher Bulletin has been sent to the crew of Q45619. A Release Form was withheld. What is required of the crew?
- A.** Ask for permission to occupy the main track at CP 100
 - B.** Tell the train dispatcher that a job briefing was conducted and the crew is ready to depart
 - C.** Conductor or Engineer must notify the yardmaster that a Release Form was not received at the same time as the Dispatcher Bulletin
 - D.** Conductor or Engineer must immediately contact the train dispatcher
- 21.** The train dispatcher decides not to send the Release Form electronically, but to orally release the train. What is required of the train dispatcher and of the conductor or engineer?
- A.** The conductor or engineer will repeat the dispatcher bulletin number and the total number of dispatcher messages
 - B.** The train dispatcher will give the OK, the time and his/her initials
 - C.** The conductor or engineer will record the OK, time and initials on the Dispatcher Bulletin
 - D.** All of the above are correct
- 22.** Why would the train dispatcher use the word "Over" after issuing instructions by radio to Q45619?
- A.** Because "Over" signifies that, a response is expected. Any oral instruction concerning the movement of trains or on track equipment must be repeated
 - B.** Because communication maintainers may be monitoring the frequency
 - C.** The train dispatcher should have used the word "Out"
 - D.** Because the Chief Dispatcher could be doing an efficiency test

23. Refer to question 22. What is also required when oral instructions concerning the movement of trains or on track equipment is repeated?
- A. The conductor or engineer must give their initials
 - B. The train dispatcher must give their initials
 - C. The train dispatcher is required to only respond by giving "OK"
 - D. Answers A and B are correct
24. Roadmaster Spivey is requesting a 10 mph temporary speed restriction on the Logan Subdivision main track between milepost KS 152.6 and KS 152.9, speed signs are displayed. What is required of the train dispatcher?
- A. Repeat the request to the Roadmaster. Pronouncing all numbers digit by digit
 - B. Use the appropriate computer applications to create a Form V, dispatcher message and apply a track tag as a reminder to notify affected trains
 - C. Issue a Form EC-1, line 6, to all trains affected by the restriction that do not have a copy of the dispatcher message
 - D. All of the above are correct
25. Q45619 is on number 2 main track, nearing the end of 251 territory and beginning DTC-TWC. What types of DTC block authority can be issued to Q45619 to get to milepost KS 177.0
- A. A Proceed, Clear or Absolute DTC block in both directions
 - B. A Clear or an Absolute DTC block in a north direction
 - C. A Proceed DTC block in south direction
 - D. A Clear DTC block in both directions
26. Q45619 has stopped on single main track in the Simon DTC block due to an emergency brake application. The conductor reports repairing a bursted air hose on the 5th car from the engine, car number RBOX 12566. The brake pipe pressure is restored at the rear of the train. What is required of a crewmember concerning the inspection of the remainder of the train?
- A. A roll-by inspection of the remainder of the train is required
 - B. A thorough walking inspection must be made of the train and of the track structure under the train
 - C. The train may proceed with no further inspection
 - D. A radio waybill must be received
27. After the necessary procedures are completed, at what speed will Q45619 move when proceeding after having been stopped by the emergency brake application?
- A. Controlled speed not exceeding 20 mph
 - B. Maximum authorized speed for the train or track, which ever is less
 - C. Restricted speed not exceeding 20 mph
 - D. One half the range of vision

28. Q45619 is requesting to enter the Landover subdivision at milepost KS 177. What is required?
- A. A 'Clear' yard limit DTC block authority from the dispatcher
 - B. A radio transmission from Q45619 to attempt to contact other trains within the yard limits.
 - C. Permission from the dispatcher to enter Landover Yard Limits
 - D. No permission is required to enter the main track in yard limits

End of Scenario TWO

29. A system with an arrangement of signals and signal appliances for which controlled point rules are in effect is called . . .
- A. Interlocking Rules (IR)
 - B. Control Point System (CPS)
 - C. TCS (TC)
 - D. Automatic Block Signal (ABS)
30. A series of consecutive blocks whose use is governed by train actuated block signals or by certain conditions affecting the use of a block. Unless so specified, such signals do not authorize the movement of trains.
- A. Automatic Block Signal (ABS)
 - B. Traffic Control Signal (TCS)
 - C. Direct Traffic Control (DTC)
 - D. Form D Operation
31. Control Point Signals must be kept in the stop position, unless displayed for train movement. When after a Control Point Signal is 'lined' for a route of moving train, when can the train dispatcher change the signal to display stop?
- A. After the train dispatcher has had conversation and reached an understanding with the conductor or engineer of the affected train as to the move to be made
 - B. In an emergency situation and is unable to converse with the crew of the affected train
 - C. Any time after the signal is cleared and just before the train reaches it
 - D. Answer A or B is correct
32. When a train is to remove unattended equipment from the main track, the crew must
- A. move toward the location of the unattended equipment, stopping their train ¼ mile from the unattended equipment and then from that location, proceed to the unattended equipment at restricted speed
 - B. Advise the train dispatcher of the number of engine units or cars moved after the unattended equipment is removed
 - C. Advise the dispatcher of the total delay taken by the unattended equipment
 - D. Answers A and B are correct

- 33.** How does an employee know which documents he/she is required to have accessible?
- A. Contact the trainmaster upon reporting for duty
 - B. Refer to the System Notice
 - C. Refer to the System Reissue Bulletin under "required documents".
 - D. None of the above
- 34.** In the hierarchy of rules (a system of ranking), which document is at the top of the pyramid, that is, it can modify any other document(s) in the pyramid?
- A. Form EC-1
 - B. Timetable special instruction (TTSI)
 - C. Work order
 - D. Conducting Handled Report
- 35.** If in doubt as to the meaning and application of any rule or instruction, employees must
- A. Ask the rules department in Jacksonville
 - B. Ask their supervising officer for clarification
 - C. Contact the police communication center
 - D. None of the above
- 36.** A train may depart its initial terminal with only one ditch light operative.
- A. True
 - B. False
- 37.** How do you know which timetable is in effect?
- A. Operating Rule B
 - B. Refer to the System Reissue Bulletin
 - C. Contact the rules department at Jacksonville
 - D. Call the Timetable Coordinator
- 38.** Define "Signal Indication".
- A. The information conveyed by the aspect of a signal
 - B. A flashing red light, usually at highway-railroad crossings at grade
 - C. An indicator light that illuminates when a signal is operating properly
 - D. None of the above

- 39.** A train can enter or foul the main track in yard limits by
- A. Permission of the train dispatcher, or signal indication
 - B. Permission of the terminal trainmaster
 - C. Determining that the track is clear of all conflicting movements
 - D. Trains must not enter or foul the main track in yard limits
- 40.** Your train has received permission from the dispatcher to occupy the main track in yard limits in non-signaled territory. At what speed may your train operate?
- A. Maximum track speed
 - B. not exceeding 49 MPH
 - C. Controlled speed not exceeding 20 MPH
 - D. Slow Speed
- 41.** Now, later in your trip, your train is operating on signaled main track within yard limits, and your train has received an Approach Medium signal. At what speed may your train operate?
- A. 30 MPH
 - B. Maximum track or train speed, whichever is lower, approaching the next signal at not exceeding 30 MPH
 - C. Controlled speed not exceeding 20 MPH
 - D. None of the above

SCENARIO THREE

Refer to the following scenario for questions 42 through 46: Your train has stopped because of an emergency brake application. Your train is operating eastbound on #2 main track, directly adjacent to #1 main track.

- 42.** What radio procedure is required when an emergency brake application occurs?
- A. Listen for a defect detector radio transmission
 - B. Call the yardmaster
 - C. Transmit "Emergency" three times, giving train ID, track, and location.
- 43.** On what radio channel must you contact the Train Dispatcher?
- A. The emergency channel
 - B. The road channel for the territory on which you are operating
 - C. The discovery channel

44. In addition to other information required, must you also inform the train dispatcher regarding:

- 1) The milepost location one train length preceding the emergency application?
- 2) If there are any adjacent tracks?

- A. 1 = no 2 = yes
- B. 1 = yes 2 = no
- C. 1 = yes 2 = yes

45. After stopping, and providing any warning that may be required, the engineer resets the air. The air pressure does not restore at the rear of the train. What is required?

- A. Make a complete walking inspection of the entire train
- B. Make an inspection. If you find a repairable problem, and the brake pipe pressure at the rear of the train restores, you may re-board the train and proceed
- C. Contact the train dispatcher and request mechanical forces to assist you

46. For this question, use Scenario TWO, except in this instance your train is now on single main track with no adjacent sidings or auxiliary tracks. The engineer resets the air, but the air pressure does not restore at the rear of the train. What is required?

- A. Make a complete walking inspection of the entire train
- B. Make an inspection. If you find a repairable problem, and the brake pipe pressure at the rear of the train restores, you may perform a roll-by inspection of the balance of the train
- C. Contact the train dispatcher and request mechanical forces to assist you

End of Scenario THREE questions

47. A train will be operating on the main track in DCS Track Warrant Control territory. On what document will the train's authority for movement be given?

- A. Form D
- B. DTC block form
- C. EC-1

48. A train will be operating on the main track in DTC Track Warrant Control territory. On what document will the train's authority for movement be given?

- A. Form D
- B. DTC block form
- C. EC-1

49. Who may copy an EC-1 authority?

- A. Only those who are to execute the requirements
- B. The trainmaster for the territory on which the train is operating
- C. Neither of the above

- 50.** A train performing work for an employee in charge (EIC), within the EIC's limits, per Rule 89,
- A. Must have DTC block authority from the train dispatcher
 - B. Must have EC-1 DCS authority from the train dispatcher
 - C. May enter and move on the main track within the limits under the direction of the EIC without DTC or DCS authority.
- 51.** You are operating a train in Track Warrant Control (TWC) territory. Your train is authorized for movement in one direction. What is required in order to make a reverse movement?
- A. The reverse movement must be preceded by a flagman
 - B. Permission of the Train Dispatcher
 - C. As long as you remain within the same block, no permission is required
- 52.** You now have the authority needed to operate your train in the reverse direction in TWC territory. At what speed may you operate?
- A. Controlled speed, not exceed permitted by the previous signal
 - B. Restricted speed
 - C. Not exceeding 49 MPH
- 53.** You are operating a train eastwardly in TWC territory. Your train is authorized for movement in both directions. What is required in order to make a westward movement?
- A. No additional permission from the Train Dispatcher is required
 - B. Additional permission from the Train dispatcher is required
 - C. Contact the trainmaster for instructions
- 54.** Form EC-1 is a form used to record specific instructions regarding movements on controlled tracks.
- A. True
 - B. False
- 55.** Form EC-1 instructions must be acted upon, even if radio communication fails before the Train dispatcher can give his/her "O.K." time and initials.
- A. True
 - B. False
- 56.** A track warrant authority is fulfilled:
- A. When the Train Dispatcher notifies the train crew of fulfillment
 - B. Eleven hours, 59 minutes after issuance
 - C. When a train operating in a specified direction clears the limits of the authority

57. In DTC Track Warrant territory, the Train Dispatcher may grant a train an Occupied Block
- A. In order to expedite the movement of trains over a subdivision
 - B. Only for the purpose of removing unattended equipment on the main track
 - C. Only in DTC territory with signals

SCENARIO FOUR

The following scenario is to be used for questions 58 thru 76.
You are called for train R109-31, a freight train originating at Parkersville.

58. Before beginning work activity, you must
- A. Ensure that payroll information has been properly submitted
 - B. Conduct a job briefing
 - C. Perform a locomotive inspection
59. Whose permission do you need in order to use a yard track at Parkersville?
- A. The yardmaster at Parkersville
 - B. The train dispatcher
 - C. Since there are no special instructions regarding the use of yard tracks at Parkersville, you do not need anyone's permission
60. Before departing your initial terminal, Parkersville, on your road trip on R109-31, which type of air brake test is required?
- A. Class IIA
 - B. Class IV
 - C. Class I
61. After departing Parkersville, and about 10 miles into your trip, the train dispatcher calls. She informs you to prepare to copy EC-1, line 8. The train dispatcher transmits the information that there is an activation failure of the automatic grade crossing warning device at Stump Road crossing at milepost 21. You correctly read back, then get the dispatcher's "OK" time and initials for the EC-1. What action must you take approaching Stump Road?
- A. Reduce to 15 MPH and proceed with caution over the crossing.
 - B. Begin sounding the horn prior to the whistle post for Stump Road.
 - C. Stop. Crewmember must dismount train and flag highway traffic to a stop.
62. You have a dispatcher message in effect that reads, "be governed by Rule 89 between milepost 44 and milepost 45, between the hours of 0700 to 1700, with employee in charge Smith. What must you have in order to enter the above limits?
- A. Permission of the Train Dispatcher
 - B. Since Rule 89 is in effect, you may enter the limits at Restricted Speed.
 - C. You must have permission of employee in charge Smith.

- 63.** Once you have the required permission, if needed, how may you proceed through the limits of employee in charge Smith's work authority?
- A. 50 MPH, because you have an empty car in your train.
 - B. Controlled speed, not exceeding 20 MPH, until the head end reaches the far limit.
 - C. Restricted speed until the head end reaches the far limit.
- 64.** Your train has an undesired emergency brake application at milepost 44.5. After complying with the applicable rules, you are ready to proceed on your trip. Is it necessary to contact employee in charge Smith again?
- A. No, you already received Smith's permission through the limits.
 - B. No, Smith is well within radio range, and should be aware of what is going on.
 - C. Yes, you must obtain permission to move from Smith.
- 65.** At milepost 57.1, CSXT tracks cross at grade the tracks of the Acme railroad. How must your train approach this railroad crossing at grade?
- A. Prepared to stop, unless signals authorize movement to proceed and the track is clear.
 - B. Contact the Train Dispatcher not less than 2 miles nor more than 5 miles from the railroad crossing at grade.
 - C. 60 MPH, because the only empty car in your train is a Tropicana Juice car of the designated number series, as per Equipment Handling Rules.
- 66.** For a reason not yet determined, you have received a "Restricted Proceed" signal indication on the signal at milepost 64.6. Must you stop at this signal?
- A. Yes, stop, then proceed at Restricted speed
 - B. Yes, stop, then obtain permission of the Train Dispatcher before proceeding
 - C. No, you may proceed at Restricted speed
- 67.** There is a public highway-rail crossing with automatic warning devices at milepost 65.1. You are operating your train at Restricted speed. How must you approach the public crossing?
- A. At Controlled speed
 - B. At 15 MPH
 - C. Prepared to stop
- 68.** The Train Dispatcher contacts you by radio, and instructs you to copy form EC-1, Line 6, for a temporary speed restriction between MP 71.5 and MP 72.3. Who may copy this information?
- A. The conductor only
 - B. The engineer only
 - C. Either the conductor or the engineer, except the person copying cannot be operating moving equipment

- 69.** The locomotive on your train is a leased unit, with the initials LLX. Is this significant when copying a mandatory directive?
- A. No, as long as the correct engine number is given
 - B. Yes, if the engine does not have "CSX" on it, the initials must precede the engine number
 - C. No, the Train Dispatcher knows the initials of your identifying engine
- 70.** As you near the end of your trip, the yardmaster at Mearkle City contacts you via radio. The yardmaster instructs you to stop short of the Main Street crossing and await yarding instructions. In addition to complying with that instruction, what else must you do?
- A. Either the conductor or the engineer must take a nap, as provided in rule D-1
 - B. You must inform the yardmaster the time at which Final Terminal Delay payment begins
 - C. You must repeat the instructions you received, and confirm your understanding
- 71.** Now, you have been given yarding instructions for your train, R109-31. The yardmaster has told you to pull into #6 yard track, and double to #5 and #4, if needed. What type of permission is needed to operate on a yard track?
- A. From Trainmaster
 - B. From Train Dispatcher
 - C. None
- 72.** A utility employee is to assist with the yarding of R109-31. What communication is required of the utility employee before commencing any duties with the crew?
- A. Must contact the ranking crew member upon arriving at the train and be properly authorized to work as part of the crew
 - B. Must tell the conductor the time at which he will exceed the Hours of Service law.
 - C. Must remind the conductor of the time a late lunch arbitrary is due
- 73.** The utility employee, properly authorized to work with R109-31, tells the engineer by radio, "R109-31, engine LLX 2701, the switches are lined for number 5, shove back 30 car lengths". The engineer
- A. May begin the shove, but must stop within 15 car lengths
 - B. May not begin the shove, as the instructions are not complete
 - C. May begin the shove, once the utility employee says, "Over" or "Out".
- 74.** You and your crew on R109-31 have now completed yarding the train, and the yardmaster has instructed you to leave your engines in #4 track. How many handbrakes are required for this three-unit locomotive consist?
- A. Three
 - B. Two
 - C. One

75. As you and your crew walk toward the yard office, it is necessary to cross over the yard lead, which has train Q998-31 stretched out in both directions for many car lengths. The engineer of Q998-31 is on the train, in the cab of the locomotive. How may you cross over this train in order to get to the yard office?
- A. You cannot crossover this train, you must wait until the track is clear
 - B. To avoid exposure to hazard, you must cross over very quickly
 - C. You may crossover once you obtain 3-step protection, and comply with the safety rules applicable to crossing over equipment.
76. You and your crew are transported to the crew lodging facility, a local hotel. The engineer offers to buy you a beer in the hotel lounge. Our rules provide that
- A. You may consume alcohol, since you are off duty and off company property
 - B. You may accept a bottle of beer to take home, but you cannot drink at the hotel
 - C. You can neither accept a bottle of beer, nor consume any alcohol at the hotel

End of Scenario FOUR questions

77. Cars left standing on a track must be clear of other tracks, where practicable. A minimum of ____ percent, but not less than ____ hand brake(s) must be applied to hold the cars.
- A. 5, 1
 - B. 10, 1
 - C. 20, 2
78. When a signal system is suspended or when a train is moving against the current of traffic, the maximum speed permitted for freight trains is:
- A. 25 MPH
 - B. 49 MPH
 - C. 59 MPH
79. Trains using other than the main or signaled tracks must move at a speed that will permit stopping within one-half the range of vision, short of a train, a car, an obstruction, a derail or an improperly lined switch, on-track equipment or a stop signal. Trains moving on sidings may expect switches connected to the siding to be lined for movement on the siding. The following speeds must not be exceeded:
- ____MPH on non-sigaled sidings
 - ____MPH on other than main tracks, or signaled tracks, and
 - ____MPH within an engine servicing area or car shop repair area
- A. 25, 10, 5
 - B. 25, 25, 10
 - C. 10, 10, 5

- 80.** Before occupying a main track, signaled track, or siding, employees must receive a dispatcher bulletin and release form, or a dispatcher bulletin per rule 124.
- A. True
 - B. False
- 81.** If a dispatcher bulletin is sent by means other than a dedicated bulletin printer or "CSX Technofax", the conductor or engineer must contact _____, to confirm the entire contents of the dispatcher bulletin. After confirmation, the Train Dispatcher initials, "OK" and time must be recorded on the release line.
- A. the trainmaster immediately
 - B. the rules department in Jacksonville
 - C. the Train Dispatcher
- 82.** While performing service on CSX tracks, unless otherwise provided, employees of foreign lines will be governed by:
- A. CSXT Signal Aspect and Indication Rules only
 - B. Rule books prescribed in System Bulletin
 - C. CSXT Safeway
- 83.** What is required of employees regarding general and system bulletins while on duty?
- A. The bulletins must be discussed before beginning the tour-of-duty.
 - B. Applicable bulletins must be accessible to the employees they affect.
 - C. The bulletins must be discarded at the end of the trip or tour-of-duty..
- 84.** Restricted speed is:
- A. A speed that will permit stopping short of a train, a car, an obstruction, on-track equipment or a stop signal.
 - B. A speed that will permit stopping within one-half the range of vision, short of a train, a car, an obstruction, on-track equipment, or a stop signal.
 - C. A speed that will permit stopping within one-half the range of vision, short of a train, a car, an obstruction, a stop signal, a derail or an improperly lined switch, looking out for broken rail. Train speed must not exceed 15 mph.
- 85.** Controlled speed is:
- A. A speed that does not exceed 20 mph.
 - B. A speed that will permit stopping within one-half the range of vision, short of a train, a car, an obstruction, on-track equipment or a stop signal.
 - C. A speed that will permit stopping short of a train, a car, an obstruction, on-track equipment or a stop signal.

- 86.** Special Instructions are information contained in:
- A. Train messages, train orders, or general notices.
 - B. Timetables, System and General Bulletins, and the CSX Procedure Instruction Manual.
 - C. Train bulletins and train documentation.
- 87.** Excepted tracks will be identified:
- A. In special instructions.
 - B. By an "Excepted Track" sign.
 - C. By the roadmaster who will require a train bulletin be issued.
- 88.** Written special instructions about the movement or safety of trains and employees issued by a division are found on:
- A. System Bulletins and Notices.
 - B. Train messages.
 - C. General Bulletins.
- 89.** If you are on a train operating on a subdivision in rule ABS signaled territory, and you are going into a controlled siding, what do the signals at the entrance of the siding authorized you to do regarding the siding?
- A. Since you are within ABS territory, the signals govern your movement and your speed totally within the controlled siding.
 - B. The signals only authorize your train to enter the siding.
 - C. The train must have a DTC block as authority to move on the siding as the signals authorize trains to enter the siding only.
- 90.** When there is a difference between train speeds specified by rules, special instructions, train messages, or other means, the _____ will govern.
- A. Fastest speed
 - B. Lowest speed
 - C. Median speed
- 91.** The locations of permanent speed restrictions are identified in:
- A. Special instructions.
 - B. Operating Rules.
 - C. Safety Rules.
- 92.** The locations of permanent speed restrictions are indicated by:
- A. A Permanent Reduce Speed Sign and a Permanent End Restriction Sign.
 - B. An Advance Warning Sign and Temporary Reduce Speed Sign.
 - C. A Temporary Reduce Speed Sign and a Temporary End Restriction Sign.

- 93.** If a train encounters a Warning Sign that is not covered by instructions, the train must:
- A. Proceed prepared to stop within one mile.
 - B. Proceed prepared to stop within two miles.
 - C. Reduce speed to controlled speed not exceeding 10 mph, attempt to contact train dispatcher.
- 94.** If a train encounters a Temporary Reduce Speed Sign that is not covered by instructions, as soon as the sign is seen, the train must:
- A. Reduce speed to Limited Speed and attempt to contact train dispatcher immediately.
 - B. Reduce speed to Restricted Speed, not exceeding 15 mph.
 - C. Reduce speed to Controlled Speed, not exceeding 10 mph.
- 95.** Trains using a track other than a main or signaled track must proceed:
- A. At a speed specified by trainmaster.
 - B. Not exceeding 10 mph, prepared to stop within one-half the range of vision, short of a train, a car, an obstruction, a derail, or an improperly lined switch, on-track equipment or a stop signal.
 - C. At Restricted Speed.
- 96.** When action is required at a specific time, as in a dispatcher message or a general bulletin, if feasible, before taking action, the employee required to take action must:
- A. Compare the time indicated by his watch with that of train dispatcher at least 2 hours before taking action.
 - B. Compare the time indicated by his watch with that of another member of the crew or work force.
 - C. Compare time indicated by his watch with sign reading "Standard Clock".
- 97.** If you are on a train and have a Form W in effect and you pass a Warning Sign, what are your requirements?
- A. Must stop at the Conditional Stop Sign, unless train has been released to pass the Conditional Stop Sign.
 - B. Must be prepared to stop within 2 miles and if a Conditional Stop Sign is not encountered within 2 miles, the train will proceed at Controlled Speed.
 - C. The train will proceed at Limited Speed for 2 miles and notify the roadmaster upon completion of trip.

98. If your train is approaching the limits of a Form W not yet in effect and you cannot get the head end of the train clear of the limits before the Form W becomes effective, what are your requirements?

- A. Do not enter the limits unless the employee in charge, named in the Form W, grants permission to enter the limits, which may be given prior to the effective time of the Form W
- B. Proceed at Restricted Speed until the trailing end of the movement reaches the end of the Form W limits.
- C. Stop, and after stopping, contact the train dispatcher and be governed by his instructions.

99. If you are on a train with a Form W in effect and receive a release for a portion of the limits verbally from the employee in charge, what are your requirements?

- A. Before entering the limits, the engineer must know such release applies to his train and, a crew member will repeat to the employee in charge the instructions received. The train may proceed at Controlled Speed not exceeding 20 MPH to the designated mile post location and stop until the employee in charge gives release to proceed through the remaining limits.
- B. Make sure crew members are aware of the release, and other employees are in position to inspect the train.
- C. Train may proceed at minimum authorized speed after conductor has received the release.

100. Within yard limits, unless the main track is known to be clear by block signal indication, with an indication more favorable than Approach, trains must move:

- A. At Medium Speed.
- B. At a speed not exceeding 25 MPH.
- C. At Controlled Speed but not exceeding 20 MPH.

101. The engine horn will be sounded and the engine bell rung when approaching and passing roadway workers whom will be identified by:

- A. Red hard hats.
- B. Yellow vests.
- C. Orange hard hats and/or highly visible orange vests.

102. When a train encounters an unattended fusee, burning on or near its track, it:

- A. Must stop and not proceed until fusee has burned out.
- B. Must immediately reduce to and not exceed Restricted Speed for 15 minutes.
- C. Must immediately reduce to and not exceed Controlled Speed for full flagging distance figured from the location of the torpedoes.

- 103.** What is required of oral instructions that concern the movement of trains or on-track equipment?
- A. Must be recorded on tape recorder.
 - B. Must be repeated.
 - C. Must be written and preceded by radio identification.
- 104.** When a train inadvertently fouls the main track, protection must be provided against trains on that track in _____, in accordance with Rule 70.
- A. Both directions.
 - B. One direction.
 - C. Non-signaled territory only.
- 105.** Cars left standing on any track near highway crossings not equipped with automatic warning devices must clear such crossings by at least: _____ feet when practicable.
- A. 100.
 - B. 150.
 - C. 200.
- 106.** When must an employee protect highway traffic from movements on adjacent tracks?
- A. Whenever the train is stopped to be met or passed by another train.
 - B. Only police personnel are required to provide protection for highway traffic
 - C. When equipment is standing and obscuring the highway traffic's view.
- 107.** When you are required to operate over a highway crossing at grade under Rule 100-J, what is an "appropriately equipped flagger"?
- A. The trainmaster for the territory located at the crossing so as to stop on-coming traffic.
 - B. A person, other than a crew member, who is equipped with an approved flagging vest, shirt or jacket, along with approved hand flagging devices.
 - C. A member of another train crew, signal maintainer, roadway worker employee in charge, or other railroad employee that is qualified to perform flagging duties.
- 108.** If one end of a hand-operated crossover is changed, the other end:
- A. Will be left as last used to avoid delay.
 - B. Must be restored to normal position.
 - C. Must also be changed to avoid a conflicting route from being established.

- 109.** When your train is approaching a highway crossing at grade the whistle must be sounded beginning:
- A. At the whistle post
 - B. Far enough in advance of the crossing to allow for 2 longs 1 short and another long blast of the whistle
 - C. As soon as you see that the automatic warning devices are operating.
- 110.** Which of the following hand-operated switches have a "normal position"?
- A. All hand-operated switches.
 - B. Switches in yards.
 - C. Crossover switches; and switches on main tracks, signaled tracks, scale tracks, and sidings.
- 111.** Following an emergency application of train brakes, the train dispatcher must be notified and furnished with what information?
- A. Train ID and location of the head end of the train after stopping from the emergency brake application.
 - B. The mile post location one train length preceding the emergency brake application.
 - C. Both of the above.
- 112.** Who must obtain a legible copy of a Dispatcher's Bulletin with a release form at on-duty locations?
- A. The conductor and the engineer.
 - B. The operator at on-duty location.
 - C. All train crew members.
- 113.** When a Dispatcher Bulletin does not contain the correct conductor and engineer names and ID, what must the conductor or engineer do?
- A. Obtain another Dispatcher Bulletin at their final terminal.
 - B. Notify the Train Dispatcher to confirm the Dispatcher Bulletin number.
 - C. Both of the above.
- 114.** If a Dispatcher's Bulletin, dispatcher message, or release form has any irregularities, other than incorrect conductor or engineer names or ID, the conductor or engineer must contact the train dispatcher to obtain a corrected copy per Rule 122, or confirm the entire contents of the Dispatcher's Bulletin. If correction is required, the conductor or engineer will make the correction:
- A. On the Dispatcher Bulletin.
 - B. On the Work Order.
 - C. On the reissue General Bulletin.

- 115.** If En Route Movement Instructions, regarding a temporary speed restriction, severe weather alert, or train movement restriction, are required by the train dispatcher, what must the conductor or engineer do?
- A. Advise the train dispatcher what the train's route is.
 - B. Comply with Operating Rule 420, regarding mandatory directives.
 - C. Give their "OK" and conductor's initials.
- 116.** A train must stop before any part of the movement passes a signal displaying a stop aspect. When a stop aspect is displayed, a train must not proceed except as provided by:
- A. Train message.
 - B. Flag protection, Rule 70.
 - C. Rule 226-B or Rule 231-A.
- 117.** When the control station's permission has been received to proceed by a stop aspect displayed on an absolute signal and a trailing point movement is made over a dual-controlled switch in "hand" position:
- A. A member of the crew must remain at the switch until the leading unit or car reaches the switch.
 - B. The entire movement must clear the switch point before the selector lever is restored to the "motor" or "power" position.
 - C. Restore the selector lever to "motor" or "power" position after the leading wheels of the movement have moved onto the switch points.
- 118.** Dual-control switches must not be changed to hand-position:
- A. Without the permission of the train dispatcher.
 - B. Except when switch key has been inserted in "red x" key location and turned.
 - C. Except when shoving back to standing train just beyond switch location.
- 119.** Where DTC Track Warrant Control rules are in effect, trains are authorized to enter the main track:
- A. After the train dispatcher grants a block authority.
 - B. On signal indication.
 - C. At Controlled Speed not exceeding 20 MPH.
- 120.** Unless otherwise directed by the train dispatcher, after a train clears the limits of its track warrant authority, the conductor or engineer must report "Clear":
- A. Before the expiration of their hours of service time.
 - B. Promptly to the train dispatcher.
 - C. Whenever the train dispatcher asks if you are clear.

- 121.** Hazardous material may only be transported by rail when position-in-train documents, appropriate emergency response information, and acceptable shipping papers are in the possession of:
- A. The conductor.
 - B. The conductor and engineer.
 - C. A member of the crew.
- 122.** When picking up or setting out cars en route and the position of a car containing hazardous materials is changed, what must be done before proceeding?
- A. Update the position-in-train documents.
 - B. Be sure the cars being set out have been inspected properly.
 - C. Receive an updated CSXT Train Documentation reflecting the cars that have been picked up and/or set out.
- 123.** Which of the following is prohibited in the use of railroad radio?
- A. False emergency transmission, unnecessary, irrelevant, unidentified communication, obscene, indecent, or profane remark.
 - B. Train messages transmitted to a moving train that do not restrict the train.
 - C. Train messages transmitted to a standing train that do restrict the train.
- 124.** An employee who receives a radio message shall repeat it to the transmitting station unless the message:
- A. Relates to yard switching operation or is a recorded message, or is general in nature and does not contain any information, instructions, or advice affecting the safety of a railroad operation.
 - B. Is between members of the same train crew only.
 - C. Is acknowledged by the receiving employee saying "over".
- 125.** When radios are used in connection with shoving cars, what must the employee directing the movement do?
- A. Keep the portable radio in the chest pack holster in the "off" position except when transmitting.
 - B. Keep in constant radio contact and give clear and complete instructions to the employee receiving the instructions.
 - C. Give instructions and take action on the assumption that your instructions were received.
- 126.** When may a train foul a track?
- A. When the switches and derails connected with the movement are properly lined and the route is seen to be clear.
 - B. When the route is seen to be clear
 - C. When there are no other movements present the train may pull to the switch to keep the trainman from walking.

- 127.** When cars are being shoved and conditions require, what must the trainman do?
- A. Instruct the engineer to shove slowly.
 - B. Take a conspicuous position on the leading car
 - C. Position himself/herself to be able to see the leading car.
- 128.** When leaving locomotives unattended outside terminal limits, how must they be secured?
- A. Each locomotive equipped with a hand brake must have the brake applied and tested.
 - B. The consist must have at least one hand brake applied and tested.
 - C. A minimum of ten percent of the hand brakes, but not less than 1 hand brake, must be applied and tested.
- 129.** Which employees are responsible for the position of switches, derails, track skates, or gates?
- A. Only the employee handling the device
 - B. The employee handling the devices and other crew members that can see the position of the device.
 - C. All crew members must observe the position of the device before the movement proceeds by it.
- 130.** When radios are used in connection with shoving, backing up or pushing a locomotive, car, or on-track equipment, the employee directing the movement must give specific instructions that include:
- A. The distance of the movement to be made and the position of any switches involved with the move
 - B. That the employee directing the movement is in the clear.
 - C. Both "A" and "B" are correct
- 131.** Track Warrant Control (TWC) Rules apply within yard limits, true or false?
- A. True.
 - B. False.
- 132.** The limits and locations of Remote Control Zones (RCZ) and Operator Controlled Zones (OCZ) will be found in:
- A. Remote Control Instructional Manual
 - B. Station Listing/Diagram page of Timetable
 - C. Division Special Instructions

- 133.** All Remote Control Locomotive (RCL) or Remote Control Platform (RCP) movements on other than main or signaled track must be made
- A.** In accordance with Rule 46, not exceeding 10 MPH
 - B.** At Slow Speed, not exceeding 10 MPH
 - C.** At Medium Speed, not exceeding 30 MPH
- 134.** All RCL or RCP movements on a main or signaled track will be made
- A.** Controlled speed
 - B.** At the maximum speed permitted by the signal
 - C.** At restricted speed, regardless of the signal
- 135.** Movements over public highway crossings at grade must be made only when a RCL or RCP crewmember, or other designated employee has:
- A.** Taken a position where the crossing and crossing signals can be observed
 - B.** See that the way is clear and free of obstructions
 - C.** Provided the proper warning to the public
 - D.** All of the above
- 136.** Prior to activating the RCZ, the track(s) must be inspected and known to be clear of:
- A.** Cars or engines
 - B.** Employees fouling the track,
 - C.** Switches improperly lined, blue signals, portable derails or other obstructions.
 - D.** All of the above
- 137.** In order to activate a Remote Control Zone, road crossings and pedestrian crossings
- A.** Must be made inaccessible for road or pedestrian use
 - B.** May remain open if warning signs are posted near the crossing
 - C.** May remain open, if traffic density warrants
- 138.** An activated Remote Control Zone or Operator Control Zone must not be entered by any other movement or otherwise occupied or fouled
- A.** Unless Yardmaster authorizes the movement to enter
 - B.** Unless the movement is made at Restricted Speed, not exceeding 10 MPH
 - C.** Except upon permission of the Remote Control Operator Foreman (RCOF)
- 139.** When other employees or movements are properly given authority/permission to enter an activated RCZ or OCZ, the Remote Control Locomotive crew
- A.** Is not required to protect against the other employees or movement within the RCZ/OCZ
 - B.** Must protect against the other employees or movement within the RCZ/OCZ
 - C.** Must return the locomotive to "conventional" operation mode

140. Remote Control Zone signs

- A. Must be displayed when the RCZ is activated**
- B. Must be closed-up/secured when the RCZ is de-activated**
- C. Both A and B are correct**