

DCA13MR002  
Conrail - Shared Assets  
Derailment/Hazardous Material Release  
Paulsboro, New Jersey  
November 30, 2012

Conrail  
Operating Rules Exam  
2012



**CONRAIL**

**2012**

**TRAIN & ENGINE SERVICE**

**BOOK OF RULES**

**EXAMINATION  
INSTRUCTOR VERSION**

**NEW JERSEY DISTRICTS**

**DO NOT MARK THIS TEST BOOKLET**



Please review the following information.

- This is a 80 question multiple choice test. It is designed to measure your knowledge of the rules, policies, and/or procedures applicable to your craft. All books will be closed.
- Re-certifying engineers/rco's will have an additional 10 questions on physical characteristics of the territory on which they are currently qualified
- Read each question and the answers carefully.
- Select the best possible answer and darken the appropriate circle on the answer sheet. The number of correct answers will determine your score. A score of 85% or greater is considered a passing grade.
- There is no time limit for completing the examination.
- When you have completed the examination bring the test booklets, the pencil, the answer sheet, and your completed 1515 (R-7 01-01) to the instructor.
- Address any questions you may have to the instructor

1. Normal Speed is defined as:
  - a. Track speed
  - b. The speed which conforms to signal indication
  - c. The maximum authorized speed (Definitions, page 6)
  - d. The most restrictive speed allowed for specified classes of trains
  
2. Limited speed for freight trains is not exceeding:
  - a. 45 MPH
  - b. 30 MPH
  - c. 15 MPH
  - d. 40 MPH (Definitions, page 6)
  
3. After obtaining permission to pass Stop Sign (Rule 297a), unless otherwise instructed by the employee in charge of the Working Limits, train speed must not exceed:
  - a. Restricted Speed until the entire train is by the work area
  - b. 30 MPH unless a lower or higher speed is given (Rule 135D, page 54)
  - c. Limited Speed until the head end of train has passed the Resume Speed sign
  - d. 20 MPH until the engine has passed the last piece of work equipment
  
4. After obtaining permission to pass the STOP SIGN from the employee in charge. You are now operating your train within the WORKING LIMITS and encounter a Stop Signal, you are required to:
  - a. Continue operating at 30 MPH as per rule 135
  - b. Stop at the signal and receive permission from the Dispatcher or Operator before proceeding. (Rule 292, page 93, Rule 135, page 55)
  - c. Continue past this signal at restricting speed since ABS signal Rules do not apply within the Working Limits
  - d. Contact the Employee in charge for permission to pass the Stop Signal
  
5. Your Bulletin Order indicates a flagman is on duty at MP 29.0. As you approach this Location you are unable to contact the flagman. How must you proceed?
  - a. You must approach the location at restricted speed, sounding the engine whistle warning and proceed through the area if it is observed to be clear.
  - b. You must wait until a flagman arrives and permits you to proceed.
  - c. Form D, line 13, must be issued before proceeding.
  - d. Form 23A must be issued from the contractor at the location.  
(Timetable # 8 SI 131-1, page 118)

6. Your train of 100 cars is moving at 45 mph in multiple track ABS territory when the air brakes are applied in emergency.

This situation calls for immediate action. The first thing to do will be to:

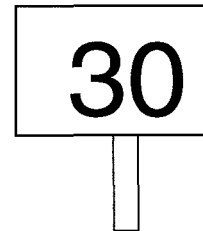
- a. Inspect train for dragging equipment and other defects
- b. Initiate Emergency Radio Transmission to warn other trains and advise the Train Dispatcher (Rule 136A, page 55)
- c. Check waybills for Hazardous Materials in consist
- d. Reset the automatic brake valve

7. An employee will be required to take a breath test and/or give a urine sample if the Company reasonably suspects violation of Rule G. Refusal to comply with this requirement will be considered a violation of this rule and the employee will be:

- a. Required to be off duty for twelve (12) hours before performing service
- b. Promptly removed from service (Rule G, page 9)
- c. Given a three (3) day suspension
- d. A letter of caution will be placed in your personal file

8. You are operating a freight train approaching the sign shown. This means you must go by the next yellow Speed Limit Sign not exceeding:

- a. 30 MPH (Rule 296A, page 97)
- b. 50 MPH
- c. Freight train speed
- d. Restricted speed



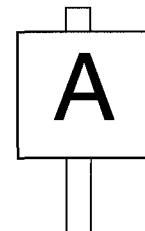
9. A Resume Speed Sign is shown. Normal Speed may be resumed when?

- a. Head end of train reaches the Resume Speed Sign
- b. Entire train passes Resume Speed Sign (Rule 296C, page 97)
- c. Rear of train is 500 feet beyond Resume Speed Sign
- d. Sign is clearly visible



10. You are operating in multiple track territory. Passing the Approach Sign shown, you must approach the next sign:

- a. At Slow Speed
- b. At Reduced Speed
- c. At Restricted Speed
- d. Prepared to Stop (Rule 297, page 99)



11. Which of the following best describes the situation when you are at a control point governing entrance to an out-of-service track and the employee in charge has given permission to the Dispatcher to admit your train?
  - a. Dispatcher will admit the work train by delivering a copy of Form D and displaying a Restricting Signal
  - b. The Dispatcher will not give verbal permission for you to pass the Stop Signal and enter the out-of-service limits. A Proceed Signal will be displayed
  - c. After the Form D Line 4 has been read or shown to you (unless published by bulletin order), now the dispatcher may give verbal permission for your train to pass Stop signal and enter the track. A Proceed Signal will not be displayed
  - d. This move cannot be made until DCS Rules are put into effect  
(Rule 133E, page 52)
12. What is required to enter the main track from a yard track within Yard Limits?
  - a. Form D line 2 authority
  - b. Verbal permission of the Yardmaster
  - c. Flag protection by crew member
  - d. Verbal permission from the Train Dispatcher (Rule 93, page 35)
13. If a fixed signal is absent from the place it is usually shown, movement must:
  - a. Continue on indication of last signal passed
  - b. Stop and proceed at Reduced Speed
  - c. Be governed by the most restrictive indication that can be given by that signal and notify the dispatcher (Rule 242, page 75)
  - d. Reduce speed to Medium Speed until the next signal is seen to be displaying a more favorable indication
14. You have complied with the requirements for passing a Stop Signal at an interlocking. After the entire train has cleared the interlocking and spring switches, how far must you operate the train at the required speed?
  - a. Until the leading wheels have passed a more favorable fixed signal
  - b. Until the entire train has passed a location, by one train length or 500 feet (whichever is greater) where a more favorable cab signal was received
  - c. Until the leading wheels have entered non-signaled DCS territory
  - d. All of the above (Rule 241B, page 74)

15. When leaving cars at the end of a track leading to a switch, how is it determined when the cars are in the clear.
- All cars are left behind a foul point marker or fixed derail.
  - Stand on the tie butt of the selected track and extend arm so it is at least 4 ft. from the closest rail on the adjacent track then walk inward one car length making sure you have the same clearance on both sides of the track.
  - Put your foot on the rail of the selected track and extend your arm if it doesn't touch anything you're in the clear.
  - Both A&B are correct (Rule 101b, page 36&37)
16. A job briefing is required
- Whenever an employee reports for duty
  - Whenever an employee's duties require coordination with other employees.
  - At the change of shift
  - All of the above (Rule 4, page 14 and Timetable # 8, page 1)
17. Freight trains operating at Restricted Speed on a Main Track, must not exceed:
- 10 MPH
  - 15 MPH (TTSI 80-1, page 112)
  - 20 MPH
  - 30 MPH
18. Crossover switches are properly lined in compliance with FRA regulations when:
- The conductor lines, checks and double checks them
  - Both switch targets are not displaying the same color
  - One switch is lined for the straight and the other is lined for the crossover
  - Corresponding, meaning both are for the straight or both for the crossover (N104e pg40)
19. When radio is being used to control a backing, switching or pushing movement, the distance specified must not exceed:
- The length of the train
  - 25 car lengths
  - The distance known to be clear (Rule 711, page 131)
  - Any of the above
20. Flagman, when assigned to work with private contractors, are required to have:
- Red flag, white light and fusees
  - Current bulletin orders
  - Working radio
  - All of the above (Rule 10, 12, 131, page 15 & 49)

21. You are a Conductor Pilot for MW equipment. You have received authority on Form D with a properly completed line 2 and 3. Which of the following is true?
- a. Track cars are not governed by the Automatic Signals (between Interlockings)
  - b. Unless authorized to pass Stop Signals on the second part of Line 3, all MW equipment operating with a Line 2 authority must stop and receive proper permission to pass all Stop Signals.
  - c. All movements of MW equipment using a Line 2 must, unless relieved by the dispatcher on Line 13, report when they are clear of all interlocking limits.
  - d. All of the above (Rule 802 & 803, page 133 & 134)
22. Who is responsible for the position of hand operated switches and derails?
- a. Crew members (Rule 104, page 38 & 39)
  - b. Track supervisors
  - c. Switch and derail maintenance teams
  - d. None of the above
23. Train and Engine crews that do not receive a transmission at a Radio Alarm Hot Box Detector location must:
- a. Stop immediately and inspect their train
  - b. Perform a roll by inspection before continuing
  - c. Operate at 30 MPH until passing over the next Hot Box Detector (TTSI 72-2, page 111)
  - d. Continue at Normal Speed until passing over the next detector
24. When making shove moves, point protection can be provided by the employee stationed at the cut if he/she is looking in the direction of the move as far as can be seen.
- a. False. A crew member must ride the point or proceed the move (Rule 116, page 45)
  - b. True. As long as the train is on a curve
  - c. True. As long as you count the cars going in
  - d. Both B&C are correct
25. You are on a freight train that is on a siding in non-signaled DCS territory and have Form D line 2 authority to proceed. What must you do upon entering the main track?
- a. Notify the dispatcher (Rule 405, page 106)
  - b. Leave the siding switch lined for the siding and notify the dispatcher
  - c. Operate at Restricted Speed until your E.O.T. is three miles beyond the siding switch.
  - d. All of the above



26. In DCS territory, you can report clear of a DCS station if your train is not equipped with an operative E.O.T. device using any of the following methods except:
- After an employee has determined the rear car is clear of the station by observing the marker
  - After an employee has determined that the rear car is clear of the station by observing the last car number
  - After the rear of train has passed a point three (3) miles beyond the DCS station sign (Rule 405, page 106)
  - After receiving a correct axle count from an equipment defect detector
27. When occupying the main track in DCS Territory within Yard Limits, what is necessary to move outside of the Yard Limits?
- Under flag protection
  - With verbal permission of the Train Dispatcher
  - Obtain Form D line 2 authority (Rule 400A, page 102)
  - At Restricted Speed, if there are no trains in sight
28. Where DCS Rules are in effect, trains must approach \_\_\_\_\_ prepared to stop, unless a distant signals is in service.
- Home Signals
  - Controlled Point Signals
  - Signals at the beginning of ABS Territory
  - Any of the above
29. In order to enter a main track at a hand-operated switch in ABS territory, permission must be obtained from the:
- Train Dispatcher or Operator (Rule 500, page 109)
  - Yardmaster
  - Conductor
  - Timetable Special Instructions
30. In ABS territory, after entering a block between signals you must:
- Operate at Restricted Speed until the next clear signal becomes visible
  - Operate at Restricted Speed until the head end of train reaches the next signal
  - Operate at Restricted Speed until the train has run a distance equal to its length or 500 feet, whichever is greater
  - Operate at Restricted Speed until the entire train has entered the block and the leading wheels have passed the next block signal (Rule 500C, page 110)

31. It is ok to have your personal cell phone in the cab of the locomotive  
As long as.
- It is in your pocket turned on.
  - It is turned off sitting on the window sill or the control stand of the engine
  - It is turned off, in your bag out of sight along with all accessories (Rule 716, page 126)
  - You are expecting an emergency phone call on that particular phone.
32. If you have not worked or performed service past 12hrs but you are marking off after 12hrs  
Which statement is true in order to accurately report your Hours of Service in crewcall
- Your relieved time and off duty time are the same
  - Your relieved time has to be 12hrs or less. (HOS review)
  - Your off duty time cannot be more than your relieved time
  - You will need to call payroll.
33. When requesting foul time while working as a flagman, your request to the dispatcher must include:
- Track designation
  - Track limits (between / at)
  - Time limits
  - All of the above (Rule 140, page 64 & 65)
34. If two different hot box detectors indicate a possible over heated journal on the same bearing,  
which of the following actions must be taken?
- The car or engine must be set out
  - The car or engine can continue to destination after Form HB-1 is attached
  - The train need not stop as it is apparent the detector is defective
  - None of the above choices are correct
35. If there is no transmission from a radio alarm detector that includes a high car detector, the  
train must not:
- Proceed until a car inspector measures all possible high cars
  - Pass under height restricted bridges or tunnels until inspection is made
  - Proceed until repairs to high car detector have been made
  - Set out all possible high cars  
(TTSI 72-2, page 111)

36. Conductors & Engineers report to and receive their instructions from:
- Transportation Supervisors
  - Dispatchers and Operators
  - Yardmasters
  - Any of the above (Rule 940, page 145)
37. In DCS territory, when can you report clear of a DCS station if your train is equipped with an operative E.O.T. device?
- The head end of the train is one (1) mile beyond the clearing point
  - The rear of the train is two (2) miles beyond the clearing point
  - The head end of the train is three (3) miles beyond the clearing point
  - Rear of train is three (3) miles beyond the clearing point  
(Rule 405, page 106)
38. At the request of the dispatcher, you clear the main track in non-sigaled DCS territory short of your Form D Line 2 authority. What must you do before re-entering the main track?
- Form D must be canceled before you can clear the main track
  - Form D must be modified to indicate the point where you are clearing
  - Your Form D was fulfilled when you cleared the main track, therefore you must obtain a new Form D (Rule 402C, page 105)
  - An additional Line 2 must be added before proceeding
39. How long does the Form D, Line 2 authority remain in effect?
- One direction, until fulfilled
  - One direction, until canceled
  - Both directions, until canceled
  - Any of the above
40. May a crew with a Form D, Line 2 authority for movement in both directions leave switches open or unattended within the limits of the authority?
- No, switches must never be left open or unattended in DCS territory
  - Yes, as long as the switches are restored to normal position before the Form D is canceled
  - Yes, with verbal permission of the train dispatcher the Form D may be canceled
  - Yes, the Form D can be canceled as long as a crew will be coming right back to that location

41. You are going to operate a train in Automatic Block Signal territory. You determine that ABS Rules are in effect by:
- Observing the type of fixed signal
  - Looking for the number plate affixed to the signal mast
  - Finding the applicable section in the NORAC Operating Rules
  - Looking in the Timetable, Bulletin Order, or Dispatcher's Bulletin  
(Introduction to ABS Rules, page 109)
42. Where Rule 251 is in effect, what is required to make a reverse move past a block signal?
- Flag the train in accordance with Rule 130
  - Notify Train Dispatcher after move is completed
  - Form D line two (2) authority (Rule 502A, page 110)
  - Return on signal indication
43. Movements against the current of traffic in 251 territories must be authorized by Form D line 2 and governed by the following Rules:
- DCS (Rule 251, page 77)
  - Automatic Block Signal System
  - Cab Signal System
  - Absolute Permissive Block
44. Where Rule 251 is in effect, how would you make a reverse move that will not involve re-entering a block?
- Verbal permission from the Train Dispatcher and operate at Normal Speed
  - Verbal permission from the Train Dispatcher and operate at Restricted Speed with a person on leading car to protect the movement. (Rule 501, page 110)
  - Without permission at Normal Speed
  - This type of move cannot be made
45. Your train is westbound and has stopped in 261 territory midway between Controlled Points. The CP's are twenty (20) miles apart with Block Signals between. In order to make a reverse movement to set off a car at a spur six (6) miles back, your first AUTHORITY necessary to make this move is:
- Signal Indication
  - Verbal Permission given by Train Dispatcher or Operator (Rule 502B, page 110)
  - Flag protection only
  - Form D line two (2)

46. In ABS Territory, when hand-operated switch(s) have been restored to normal position, even though the train has not been reported clear of the block:
- a. You will be able to re-enter the block without permission of the Dispatcher or Operator
  - b. You can re-enter the block because you did not report clear
  - c. You must not again enter that block without permission of the Dispatcher or Operator (Rule 505B, page 112)
  - d. None of the above

47. A number plate attached to a signals mast indicates?
- a. The most restrictive indication is more favorable than stop
  - b. Upgrades Medium Speed Signals to Limited Speed
  - c. Is for C&S use only
  - d. None of the above

48. What is the Name for the signal shown to the right:

- a. Red Board
- b. All cherries
- c. Stop and Proceed
- d. Stop Signal (Rule 292, page 92)



49. Your crew has received permission to occupy the main track in ABS territory at a hand operated switch not equipped with a bolt lock or an electric lock. The proper procedure is for the crew to wait five minutes before lining the switch.

- a. True
- b. False

50. If a train will enter a Main or Running Track, whom must you notify if it contains excessive dimension or hazardous material cars?

- a. Train Dispatcher (Rule 119b, page 45)
- b. Clearance Bureau
- c. Department of Transportation
- d. All of the above

## **AIR BRAKE NS-1**

51. If a train has not been previously inspected by mechanical forces, where and when is the Initial Terminal Test required on a train?
- a. Where train is originally made up and provided the movement of that train will exceed 20 miles or more (Page 2 & 3 A-6)
  - b. When the rear end telemetry device has been changed
  - c. Where train is received in interchange even if the train consist is not changed
  - d. Any of the above
52. Where must a written or electronic record of Class I tests that have been performed, be kept?
- a. Car Foreman's File
  - b. Trainmasters File
  - c. Leading Unit of Train (Page 5 A-6L)
  - d. Operating Rules Department's Records
53. The braking system on a freight car is considered inoperative when the piston travel exceeds how many inches on a body mounted brake?
- a. 9 inches
  - b. 10 ½ inches (Page 4 A-6J)
  - c. 6 inches
  - d. 7 inches
54. Under no circumstances may the number of operative brakes in the train be less than what percent of all cars in the train when leaving the initial terminal?
- a. 70 %
  - b. 85 %
  - c. 90 %
  - d. 100 % (Page 4 A-6I)
55. Under no circumstances may the number of operative brakes in the train be less than what percent of all cars in the train while in route?
- a. 70 %
  - b. 85 % (Page 2 A-4)
  - c. 90 %
  - d. 100 %

56. After receiving protection, what procedures must be followed in order to cut the brakes out on a freight car?
- Close cut out cock in branch pipe to control valve
  - Release air pressure from reservoirs
  - Check that piston rod has retracted
  - All of the above
57. When is a Class III Train Line Continuity Test required?
- When the locomotive or caboose is changed
  - When blocks of cars are cut-off from the rear and/or head end with consist otherwise remaining intact
  - After an angle cock is closed on a train and then reopened
  - Any of the above (Page 9 A-10A)
58. When making a Transfer Train Brake Test of the cars in your train which of the following conditions are true?
- You must observe the condition of the brake rigging on each car
  - You must know that the brakes have applied on each car
  - Both "A" and "B" are true
  - No such test as a Transfer Train Brake Test  
(Page 9 A-10A)
59. If two consecutive control valves on one articulated car are inoperative, the car:
- Must be set out
  - May continue on the destination
  - May continue at a speed not to exceed 30 MPH
  - Articulated cars do not have control valves
60. When C-100 Freight Car Inspection is done both sides of cars must be inspected.
- True (Page 37 C-100F)
  - False
61. When performing Class I Initial Terminal Test. The release of the brakes must be made while the equipment is stopped.
- True
  - False (Page 5 A-6K)

62. What is the maximum time allowed for cars to be off an air supply before a new Class I test is required to be performed?
- a. 2
  - b. 3 dimension or hazardous material cars?
  - c. 4 (Page 2 A-6B)
  - d. No restrictions
63. What is the maximum number of cars with defective air brakes that may be hauled in consecutive order in a train?
- a. 2 (Page 18 A-27)
  - b. 3
  - c. 4
  - d. 5
64. Crew members must be on the lookout for sticking brakes. What are some of the probable causes of this condition?
- a. Excessive brake pipe leakage
  - b. Hand brakes not fully released
  - c. Over charged brake system
  - d. Any of the above
65. Locomotive Brakes must be tested prior to movement (L-201). This test should be performed with the conductor on the ground observing the application and release of all brakes in the engine consist.
- a. True
  - b. False

## **NORFOLK SOUTHERN OPERATING RULES**

66. When operating in Norfolk Southern “Track Authority Rules Territory” (similar to NORAC DCS Territory), what authorizes your train to enter the main track?
- a. Track Authority Form (NS Rule 171, p 69)
  - b. Verbal Permission from the Dispatcher
  - c. Form D, Line 2
  - d. Form EC-1, Line 1



67. When operating in Norfolk Southern “Rule 251 (with Current of Traffic) or Rule 261 ABS Territory”, what authorizes your train to enter the main track?
- a. Track Authority Mandatory Directive
  - b. Alignment of the correct switch(s)
  - c. Signal Indication (NS Rule 251, p 82)
  - d. All of the above
68. You are operating on the main track in NS Rule 261 territory. Your train arrives at CP-Miller which displays a Stop Signal. This interlocking is a junction of the main track you are on with one in non-signaled (Track Authority Rules) territory. You need 10 car lengths of head room past CP-Miller to make a set out. What do you need to make this move?
- a. Verbal permission from the Dispatcher to pass the Stop Signal.
  - b. Verbal permission to enter the non-signaled main track.
  - c. Both A and B
  - d. Verbal permission to pass the Stop Signal, plus a (Mandatory Directive) Track Authority Form, Box 3.
69. When making a reverse movement within a block on a controlled track (Norfolk Southern Rules 251 or 261 and ABS Rules), how is the movement made?
- a. Verbally authorized by the Train Dispatcher
  - b. Properly protected by a qualified employee
  - c. Operated at Restricted Speed
  - d. All of the above (NS Rules 404 (a) & (b), p. 119)
70. Your train is to run against the Current of Traffic on Norfolk Southern main tracks governed by Rule 251. What is your authority for your train to enter and operate on the main track?
- a. Track Authority Mandatory Directive (NS Rule 251, p 82)
  - b. Alignment of the correct switch(s)
  - c. Signal Indication
  - d. All of the above

## **CSXT OPERATING RULES**

71. Your train operates on a CSX main track in order to serve one of our customers. What must the Conductor and Engineer have before their train can occupy a CSX main track?
- A legible Dispatcher's Bulletin and a Release Form. (CSX Rule 120-A)
  - Permit Form D.
  - Verbal permission.
  - All of the above.
72. When operating in CSX ABS territory, what authorizes your train to enter the main track?
- NORAC Rule 711.
  - Dispatcher's Bulletin, Release Form issued by the Train Dispatcher and Signal Indication.
  - Form D Permit. (CSX Rules 261 & 120-A)
  - Verbal permission.
73. Referring to CSX Rule 226-B "Passing a Stop Signal," after the Train Dispatcher grants permission to pass the Stop Signal, what is the receiving employee required to do?
- Repeat the permission, including all instructions. (CSX Rule 226-B)
  - Record the permission, including all instructions on the appropriate form.
  - Advise the dispatcher when the locomotive passes the signal.
  - All of the above.
74. The Bulletin Order indicates a flagman is on duty at MP 10. As you approach this location you are unable to contact the flagman. How does CSX Rule 71 require you to proceed?
- Your train must stop short of the location.
  - You will notify the dispatcher that your train is stopped, there is no flagman present and whether or not workers are present.
  - If feasible, a crew member will provide warning to the workmen, then your train will proceed at Restricted Speed to the end of the work limits identified in the bulletin. The locomotive horn must also be sounded.
  - All of the above. (CSX Rule 71)
75. When operating in CSX Controlled Point Signal Rule (CPS) territory, what authorizes your train to enter the main track?
- NORAC Rule 711.
  - Dispatcher's Bulletin, Release Form issued by the Train Dispatcher and Signal Indication or permission from the Train Dispatcher. (CSX Rules 281 & 120-A)
  - Form D Permit.
  - Verbal permission.

## **HAZARDOUS MATERIALS RULES**

76. Which of the following are items that are required on the shipping description entries of the hazardous material shipping papers?
- a. Car initial and number
  - b. Emergency response phone number
  - c. Proper Shipping Name
  - d. All of the above (Section 2, Item 6, page 7 & 8)
77. Hazardous material shipments may be transported by rail only when a member of the crew has position in the train documents, acceptable shipping papers, and:
- a. A copy of the letter of authorization from the shipper
  - b. Appropriate emergency response information (Section 2, Item 1, page 5)
  - c. Verbal permission from the shipper
  - d. Forms 99-1 and A-56
78. Which of the following placarded tank cars have no train placement restrictions?
- a. Flammable
  - b. Combustible (Position in Train Chart, page 32 & 33)
  - c. Corrosive
  - d. Oxidizer
79. When required, where are placards and ID markings to be displayed on a Hazardous Material car?
- a. Both sides of the car
  - b. Both ends of the car
  - c. Only on the sides of the car
  - d. Both "A" and "B" are required (Section 4, Item 4, page 21)
80. What placement restrictions apply to tank cars that are placarded "Flammable Gas" but the placard is on a square white background and the shipping paper indicates that it is "Residue"?
- a. Must not be next to an engine or occupied caboose (Position-In-Train Chart, page 33)
  - b. Must not be next to loaded tank cars
  - c. Must be hauled as the last car in the train
  - d. No restrictions apply

**Locomotive Engineers and Remote Control Operators whose last names begin with the letters P through Z must answer an additional 10 questions on the physical characteristics of the territory they work.**