

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

Conrail
Operating Rules Exam
Train Dispatchers



CONRAIL®

2012

TRAIN DISPATCHER & OPERATOR

BOOK OF RULES

EXAMINATION

DO NOT MARK THIS TEST BOOKLET



Please review the following information.

- This is a 50 question multiple choice test. It is designed to measure your knowledge of the rules, policies, and/or procedures applicable to your craft.
- Read each question and the answers carefully.
- Select the best possible answer and darken the appropriate box 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 (from your Timetable) to the instructor.
- Address any questions you may have to the instructor

1. As a Dispatcher or Operator, you must keep informed and promptly report which of the following?
 - A. Severe changes in weather.
 - B. Unusual conditions that would affect train movements.
 - C. Violations of operating rules.
 - D. All of the above.

2. When a train is on or closely approaching an interlocking you are prohibited from:
 - A. Operating the control mechanisms.
 - B. Taking away a signal which has been displayed without talking to the train involved.
 - C. Notifying the train that they have the signal.
 - D. All of the above.

3. If a track car driver has Form D Line 2 Authority, may the driver allow additional track cars not addressed on the Form D into the limits?
 - A. Yes
 - B. No
 - C. Only with the Train Dispatcher's permission.
 - D. Only If Line 2 Authority is in both directions.

4. In February of 2008, the Federal Railroad Administration issued regulations pertaining to alignment of main track switches in non-signaled (dark) territory. Conrail's application of these regulations requires a Train Dispatcher or Operator to
 - A. Contact the conductor before any switch is reversed.
 - B. Make sure that the crew member reports that all switches are lined normal and locked and both conductor and engineer have initialed the SPAF Form
 - C. Receive a copy of the SPAF Form.
 - D. All of the above.

5. When repeating FORM Ds, the employee receiving must pronounce:
 - A. Then spell, station names and numerals contained in Lines 1 through 13.
 - B. Then spell, letter by letter, all numerals contained in Lines 1 through 13.
 - C. Digit by digit, all numerals contained in Lines 1 through 13.
 - D. Then spell, letter by letter, all Interlockings named in Lines 1 through 13.

6. In application of NORAC Rule 716, a personal electronic device (PED) is prohibited from use if it's use would interfere with the employee's or another employee's performance of safety related duties. The unauthorized use of a PED to perform any function when required to perform service is prohibited. Therefore, all PED's must be:
 - A. Turned off completely
 - B. Stored out of sight.
 - C. Disconnected from all peripheral devices.
 - D. All of the above.

7. Which of the following employees are required to have a copy of a completed Form D affecting the movement of their train?
 - A. Only the conductor.
 - B. Only the engineer.
 - C. Only the affected block operators.
 - D. All those identified in the address portion of the Form D.

8. In which of the following situations are crew members relieved from having an employee stationed on the leading end of a reverse movement?
 - A. When permission is given to back up in the limits of the same block.
 - B. When Form D, Line 2 is given to re-enter the block in 251 territory.
 - C. When verbal permission is given to re- enter the block in 261 territory.
 - D. None of the above.

9. A train leaves a DCS main track and clears the track by realigning the switch to the main. Can this train reenter the main track without new authority?
 - A. Yes
 - B. Only if permission in Yard Limits is on a Form D, Line 2.
 - C. No
 - D. Only if permission in Yard Limits is on a Form D, Line 13.

10. A train in DCS territory fulfills its Form D, Line 2 in both directions by entering an Industrial Track and lining the switch Normal behind it. What is the Conductor required to do next.
- A. Report clear of the main track.
 - B. Report that all main track switches are lined normal and locked.
 - C. Report all the main track switches operated by the crew of that train.
 - D. All of the above.
11. A Signal Maintainer is given 30 minutes Foul Time between MP 28 and MP 29 to repair a bond. Before the bond is repaired a Track Car Driver requests authority to patrol between MP 25 and MP 35. How does the Train Dispatcher arrange movement of the track car through the Foul Time area?
- A. Give the Track car a Form D between MP 25 and MP 35. Arrange for the Signal Maintainer to release his Foul Time before the Track Car may be permitted through the area.
 - B. Have the Track Car wait at MP 25 until the Signal Maintainer releases his Foul Time.
 - C. Give the Track car a Form D to MP 28 and have the driver ask permission from the Signal Maintainer.
 - D. Both A & B
12. Which of the following safety measures must be followed when crossing tracks?
- A. Take the shortest route.
 - B. Stop and look before crossing each track.
 - C. Never cross tracks closer than 25 feet from standing equipment.
 - D. All of the above.
13. When an Operator begins his tour of duty, he must contact the Train Dispatcher to
- A. See who is working that desk.
 - B. Verify that proper blocking devices have been applied.
 - C. Verify he is in possession of all current Form D's & other instructions.
 - D. Determine who will relieve him.

14. If automatic highway warning protection devices are not functioning, which of the following categories of personnel may be relied upon to provide on ground protection?
- A. A crew member
 - B. A uniformed police officer.
 - C. An employee equipped with a high visibility garment and proper flagging equipment.
 - D. Any of the above.
15. Conrail's policy on Equal opportunity prohibits discrimination against individuals based on race, color, religion, sex, sexual orientation, national origin, age, disability or veteran status. Under this policy, what type of behavior is prohibited?
- A. Use of racial or ethnic slurs
 - B. Sexual, racial, ethnic, or religious jokes
 - C. Bringing pornographic materials on company property
 - D. All of the above
16. Hazardous material shipments may be transported by rail only when a member of the crew has:
- A. Insured that the car has the proper placarding
 - B. Acceptable shipping papers
 - C. Appropriate emergency response information
 - D. All of the above
17. What is required to enter the main track from a yard track within Yard Limits?
- A. Form D line 2 authority
 - B. Verbal permission Yardmaster
 - C. Flag protection from a crew member
 - D. Verbal permission from the Train Dispatcher
18. How long does a Form D, Line 2 authority remain in effect?
- A. One direction, until fulfilled
 - B. One direction, until canceled
 - C. Both directions, until canceled
 - D. Any of the above

19. Q159 reported earlier that their two way end of train device had failed and now reports that communications have been restored and they are asking for instructions. You will instruct the crew to:
- A. Continue at 30 MPH.
 - B. Continue at 45 MPH.
 - C. Operate at normal speed.
 - D. Have the device replaced at once.
20. At 11:35 PM the engineer on the Q271 reports that no calendar day inspection had been performed on his power. As a train dispatcher you must:
- A. Allow the engineer to perform the inspection to comply with air brake and federal regulations.
 - B. Order the engineer to continue.
 - C. Instruct the engineer to continue since mechanical forces will meet the train in one hour and complete the inspection then.
 - D. Any of the above are permitted by NS-1 Rule 3.1.1
21. As Q419 is preparing to leave its initial terminal the crew reports that their train has 3 cars with inoperative brakes. As the Train Dispatcher you must:
- A. Notify the mechanical supervisor for permission to dispatch the train.
 - B. Not allow the train to depart since trains leaving their initial terminal must have 100% operative brakes.
 - C. Allow the train to depart after insuring that there are not more than two of these cars with defective brakes in consecutive order.
 - D. Allow the train to depart provided that it is less than 8000 tons.
22. A crew at an outlying location has been instructed to pick up a block of cars. One of the cars is hazardous material car but no paperwork is found. Where do you get the information needed by the crew to complete the CT-221 (radio waybill)?
- A. Bureau of Explosives.
 - B. Chemtrec.
 - C. Conrail Customer Service.
 - D. Any of the above.

23. As Q419 is preparing to leave its initial terminal the conductor reports loaded hazardous material cars with train placement restrictions improperly positioned on the head end of the train. As this train has already been inspected can you authorize the train to depart?
- A. No, because it is a federal violation.
 - B. No, because it is a Conrail violation.
 - C. Yes, because the crew has not reported the hazard class.
 - D. Yes, provided that none of the cars are hazardous class number one.
24. You are notified by a crew that a wayside signal is blocked by debris and tree limbs. What must you do?
- A. Notify the STO.
 - B. Complete Form C&S 711.
 - C. Notify the Trouble Desk.
 - D. All of the above.
25. Regarding the FRA Human Factors Regulations on position of switches, which does NOT apply?
- A. The regulations apply to all employees qualified on the Rules.
 - B. On Conrail, this predominately applies to DCS territory.
 - C. Operation of switches in yards and Yard Limits must be reported on the SPAF.
 - D. This Order will apply when a signal system is removed from service by bulletin or Form D.
26. Bulletin Order paragraphs, which are in effect, may be changed by which of the following methods?
- A. Verbally by the yardmaster.
 - B. Verbally by the train dispatcher.
 - C. The train dispatcher issuing a Form D.
 - D. None of the above.
27. The person in charge of all movements on an out of service track is:
- A. The Train Dispatcher.
 - B. The employee named in the Form D, Line 4.
 - C. The District Engineer.
 - D. Any foreman at the work area.

28. A train crewmember may not request, and the Train Dispatcher or Operator must not advise which of the following?
- A. The name of any fixed signal.
 - B. The aspect of any fixed signal.
 - C. The indication of any fixed signal.
 - D. Any of the above.
29. A Form D, Line 2 both direction authority issued to a train remains in effect until:
- A. It is canceled.
 - B. It is fulfilled.
 - C. It is completed.
 - D. The track is restored to service.
30. The tamper gang has just completed the surfacing of a four mile piece of track. The track foreman has notified the train dispatcher that the first train must not exceed 10 MPH over this portion of the railroad. The foreman goes on to say that after the first train passes the track will be good for normal speed. How is the first train notified of the 10 mph speed restriction?
- A. Verbally by the Train Dispatcher.
 - B. Verbally by the Track Foreman.
 - C. By the use of speed boards.
 - D. By issuing a Form D, Line 1.
31. A train reports a three inch (3") flat spot on the 5th head car. At what speed may the car be moved?
- A. Normal Track Speed.
 - B. Restricted Speed.
 - C. 10 MPH or less.
 - D. Zero (0) MPH. Train or car must remain stopped until inspected by a manager.
32. A Train Dispatcher may verbally authorize a train to follow another train at a hand operated switch in order to proceed in the opposite direction in DCS territory. Before occupying the track the train must also:
- A. Wait 5 minutes before operating the switch.
 - B. Operate the switch and then wait 5 minutes.
 - C. Receive a Form D, Line 2 for the movement in the opposite direction.
 - D. All of the above.

33. A train is picking up cars at a point where no car inspectors are available. The cars have not been previously inspected. What is the crew required to do?
- A. Make a proper air test.
 - B. Inspect and determine that cars are safe for movement.
 - C. Notify the Dispatcher of any excessive dimension cars.
 - D. All the above.
34. When the trouble desk informs you that crossing protection is not functioning properly you must:
- A. Afford written protection if the crossing is located on a Main Track, but not a Secondary Track.
 - B. You must notify trains by Bulletin Order or Form D.
 - C. Have the block operator issue verbal instructions.
 - D. You have no obligation; it is the train crew's responsibility.
35. Who will be tested under the FRA regulations and the Conrail random drug testing program?
- A. All employees on duty.
 - B. All hours of service employees on duty.
 - C. Those hours employees on duty and identified by random selection.
 - D. Those employees identified by the Vice President of Operations.
36. Before the time effective has been given, you discover an error in a Form D, Line 1. How can you correct this error?
- A. Include a line 12 on the same Form D to cancel the error.
 - B. Mark your copy void and re-issue under another number. In addition you must instruct the receiving employees to destroy their copies.
 - C. Issue a new form d, line 12 canceling the form d in error, and then issue a corrected form d.
 - D. Instruct the receiving employees to cross out the errors and insert the correct information.

37. At locations where Rule 135 is in effect, the maximum authorized speed for a train while operating within the working limits is:
- A. Restricted speed
 - B. 30 mph unless the foreman authorizes a higher or lower speed.
 - C. Track speed.
 - D. 15 mph
38. When using the radio, employees must identify their employing railroad in addition to their train symbol and engine number in which of the following circumstances:
- A. When originating or initially responding to a radio call.
 - B. Each time an employee answers a call.
 - C. At the close of the transmission.
 - D. In any and all cases.
39. What information must the dispatcher record when a radio alarm hot box detector is activated and the train inspection has been completed?
- A. Car initials, number, and location in the train.
 - B. Exact axle location identification, such as R-4.
 - C. Results of the inspection.
 - D. All of the above.
40. When a track car with a both direction Form D reports clear of the track in DCS territory, which of the following is true?
- A. The Form D is fulfilled.
 - B. The Form D must be cancelled.
 - C. The Form D is still in effect to the last point named on the Line 2.
 - D. None of the above applies.
41. How would you allow a train to proceed when it is impossible to lock an interlocking appliance (not dual controlled)?
- A. Signal Indication
 - B. The train crew is fully informed of the situation and is instructed to proceed with caution.
 - C. Trains may be permitted to operate over an unlocked interlocking appliance.
 - D. Verbal permission after all affected control mechanisms are properly lined, blocking devices applied and all affected appliances are properly lined and spiked, or wedged.

42. A Train Dispatcher must not issue a Form D, Line 5 authority until he is assured that:
- A. All employees are in position and ready to work.
 - B. All employees are equipped with proper roadway worker garments.
 - C. The signs are properly placed.
 - D. All of the above.
43. Train 20V is stopped at CP-14 in 261 ABS territory. A Stop Signal is displayed because one of the dual control switches **will not** lock up. As the dispatcher in charge of this control point you must
- A. Hold the train until a maintainer arrives to check the route.
 - B. Authorize the crew of 20V to check route, and if properly lined, proceed at restricted speed.
 - C. Authorize the crew of 20V to operate switch by hand, to ensure the proper route and then issue permission to pass Stop Signal at Restricted Speed.
 - D. Do none of above.
44. Why is listening to the repeat of the Form D and Foul Time permission one of the most important duties of the train dispatcher?
- A. Giving time effective when wrong track number is repeated could cause an accident.
 - B. The limits of the authority could be wrong causing an accident.
 - C. One of the lines on the Form D could be missed.
 - D. All of the above.
45. In which of the following situations is the use of a PED authorized?
- A. To coordinate or respond to an emergency situation involving the operation of the railroad.
 - B. When radio communications fail during operations directly related to the railroad.
 - C. When a railroad is not required by Federal Regulations to provide a working radio.
 - D. All of the above.
46. Which of the following are an employee's responsibilities when it comes to operation of hand operated switches and derails?
- A. Crew members operating hand-operated switches must examine the switch points and know they fit the rail properly.
 - B. They must confirm that any derail is in proper position before and after operation.
 - C. They must not permit a train to foul a track until switches and derails connected with the movement are properly lined.
 - D. All of the above.

47. Authority to occupy Yard Limits (NORAC Rule 93) on a Secondary Track is obtained from the employee controlling the Yard Limits. That employee on Conrail is the:
- A. Yardmaster in charge of the yard limits.
 - B. Trainmaster in charge of the yard limits.
 - C. Train Dispatcher in charge of the main track.
 - D. Either "A" or "C".
48. The Automatic Block Signal System has failed due to a storm. A train will be operating on a signaled track between Interlocking "A" and Interlocking "C". Interlocking "B" is located between "A" and "C". You issue a Form D line 6 stating: "Non-signaled DCS Rules in effect on the single track between "A" and "C", and a Form D line 2 stating: "Operate in East direction on single track between "A" and "C"." What must the train do at Interlocking "B"?
- A. The signals at "B" are out of service, and the train will continue regardless of any aspects displayed.
 - B. The signals at "B" are under the control of the signal maintainers in the area who will authorize movement past interlocking signals.
 - C. Interlocking signals at "B" remain in service unless removed from service by Form D line 7, and train movement must be governed by the signal aspect displayed.
 - D. Stop and ask for a Form D to proceed through Interlocking "B".
49. A train is operating within the Working Limits published in a Bulletin Order (NORAC Rule 135) with permission of the Employee in Charge. An Interlocking is located within the Working Limits and a Stop Signal is displayed. How must the train operate?
- A. Stop at the Stop Signal and receive permission from the Dispatcher or Operator before proceeding.
 - B. Continue past the Stop Signal since the train was given permission through the Working Limits by the Employee in Charge.
 - C. Contact the Employee in Charge to be sure that no equipment is fouling the track inside the Working Limits.
 - D. Continue past the Stop Signal since the track is out of service.
50. When a train has a Class I or Initial Terminal Air Brake Test and Inspection, how many cars must have the brakes apply?
- A. All cars in the train.
 - B. 95% of the cars in the train
 - C. 85% of the cars in the train.
 - D. 85% of the cars in the train, but not more than 2 consecutive cars.