

CANADIAN NATIONAL RAILWAYS

GREAT LAKES REGION

UNIFORM CODE OF OPERATING RULES

PRE-EXAMINATION STUDY MATERIAL

PART TWO

FROM RULE 71 TO AND INCLUDING RULE 152

To gain the greatest benefit from this material answer the multiple choice questions using the supplied answer sheets without the aid of the Rule Book. When all the questions have been answered use the Rule Book to check for correctness. To determine your score use the following method.

Each question is worth .8%. If 10 mistakes are found, multiply .8 by 10 which equals 8.0, subtract 8.0 from 100 and your score is 92%, if 13 mistakes are found, multiply .8 by 13 which equals 10.4, subtract 10.4 from 100 and your score is 89.6%.

SUPERIORITY OF TRAINS

RULE 71

1. Q. A train is superior to another train by:

- A. (a) Number, class or direction
- (b) Right direction or schedule
- (c) Train order, schedule or direction
- (d) Right class or direction

2. Q. Right is conferred by:

- A. (a) Train order
- (b) Time Table
- (c) Direction

3. Q. Class and direction are conferred by:

- A. (a) Train orders
- (b) Time table
- (c) Special instructions

4. Q. Right is superior to:

- A. (a) Direction
- (b) Class
- (c) Class or direction

RULE 71A

5. Q. (SINGLE TRACK) Direction is:

- A. (a) Superior as between regular trains
- (b) Superior as between first and second class trains
- (c) Superior as between trains of the same class
- (d) Superior as between trains of the same class except work extras

RULE 72

6. Q. Which of the following is correct?

- A. (a) Trains of the first class are superior to those of the second, trains of the second class are superior to those of the third, fourth class trains have no superiority.
- (b) Trains of the first class are superior to those of the second, there is no superiority as between second class, third class fourth class and extra trains.
- (c) Trains of the first class are superior to those of the second, trains of the second class are superior to those of the third, and so on.
- (d) Trains of the first class are superior to those of the second, trains of the second class are superior to those of the third, there is no superiority as between third class, fourth class and extra trains.

RULE 72A

7. Q. (SINGLE TRACK) Trains in the direction specified by time table:

- A. (a) Are superior to trains in the opposite direction
- (b) Are superior to all trains
- (c) Are superior to trains of the same class in the opposite direction
- (d) Are superior to work extras

RULE 73

8. Q. Extra trains are inferior to:

- A. (a) All regular trains except fourth class trains
 (b) Opposing regular trains
 (c) Extra trains in the inferior time table direction
 (d) Regular trains

9. Q. Do work extras have a specified direction?

- A. (a) Yes
 (b) No

MOVEMENT OF TRAIN AND ENGINESRULE 82

10. Q. Time table schedules

- A. (a) Unless fulfilled, are in effect for twelve hours
(b) Unless annulled, are in effect for twelve hours
(c) Unless fulfilled, are in effect for twelve hours after their time at each station
(d) Unless fulfilled must be annulled

11. Q. In train order territory, how may regular trains losing both right and schedule proceed?

- A. (a) Can thereafter proceed only as authorized by clearance which must be ok'd by train dispatcher
(b) Can thereafter proceed only as authorized by example (3) of Form G train order
(c) Can thereafter proceed only as authorized by time table
(d) Can thereafter proceed only as authorized by train order

12. Q. Regular trains losing both right and schedule

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(d) Can thereafter proceed only as authorized by train order

RULE 83

13. Q. Unless otherwise directed, conductors must register their trains at the register stations designated for them in the time table. How may they be otherwise directed?
- A. (a) By message from the train dispatcher
- (b) By a clearance
- (c) By train order or time table
14. Q. Unless otherwise directed by time table or train order, conductors must register their trains at the register stations designated for them in the time table. When a train is authorized to register by register ticket, conductor must deliver register ticket to the operator who will register the train and retain the ticket. Should the operator fail to obtain the ticket,
- A. (a) He must not enter any information on the train register
- (b) He must not enter any information on the train register until such train arrives at its terminating station
- (c) He must not enter any information on the train register for a regular train, extra trains may be registered.
- (d) He must not enter any information on the train register except such as may be authorized by train order

RULE 83A

15. Q. What must trains ascertain before leaving initial station on any subdivision, enter into or move in territory where trains are operated under train order authority, pass from two or more tracks to single track or from more than two tracks to two tracks?
- A. (a) Whether all regular trains have arrived
- (b) Whether all trains due which are superior have arrived or left
- (c) Whether all first and second class trains have arrived or left

RULE 83B

16. Q. When necessary to check the train register to ascertain whether all superior trains due have arrived and/or left, how will the information be given to the engineman?

- A. (a) Verbally or by radio by the Operator
- (b) Verbally or by radio by the Conductor
- (c) By train register check filled out by the Conductor

17. Q. When necessary to check the train register to ascertain whether all trains due which are superior have arrived or left, who is responsible for filling out the train register check on the prescribed form?

- A. (a) Trainman
- (b) Operator
- (c) Conductor

RULE 83C

18. Q. When a train is required to meet, or wait for an opposing extra train, or when an extra train has been made superior to another train, when may the train register be used as evidence of arrival of such extra train?

- A. (a) Must never be used
- (b) When authorized by train order
- (c) Any time, no special authority required

19. Q. When a train is required to meet, or wait for, an opposing extra train or when an extra train has been made superior to an opposing train, what must not be used as evidence of the arrival of such extra train?

- A. (a) Time table
- (b) Train register
- (c) Advice from the train register

RULE 83D

20. Q. Unless otherwise directed by time table, train order, or as provided by Rule 83E, a train must not leave its initial station or other stations as may be designated in the time table
- A. (a) Without a clearance
- (b) Until it has been ascertained whether all regular trains which are due have arrived or left
- (c) Until the proper signal has been given
- (d) Until the engineman has read his train orders aloud to the conductor
21. Q. When may a train leave its initial station without a clearance?
- A. (a) When authorized by train dispatcher
- (b) When no operator on duty
- (c) Provided the train order signal indicates proceed
- (d) When directed by time table, train order, or as provided by Rule 83E.

RULE 83E

22. Q. Regular trains scheduled through over two or more subdivisions and having the same number on each may assume the schedule of the train of the same number at intermediate initial stations and leave without clearance
- A. (a) If operator on duty
- (b) If operator on duty and train order signal (if any) indicates proceed
- (c) If no operator on duty
- (d) If no operator on duty and train order signal (if any) indicates proceed

RULE 83F

23. Q. Which employees must read and sign the bulletins or instructions posted before commencing work?
- A. (a) Yardmaster
(b) Conductors and enginemen
(c) Trainmen and Yardmen
24. Q. Before commencing work what is required of conductors and enginemen at bulletin stations designated in the time table?
- A. (a) Check train register for overdue trains
(b) Check watch, sign appearance sheet, and read bulletins
(c) Must read and sign the bulletins or instructions posted
(d) Read bulletins and special instructions
25. Q. Before commencing work what is required of employees other than conductors and enginemen in train, engine and yard service at bulletin stations designated in the time table?
- A. (a) Familiarize themselves with bulletins or instructions posted
(b) Read and sign bulletins posted
(c) Sign bulletins affecting their trains
(d) They have no responsibility

RULE 84

26. Q. A train must not start until?
- A. (a) Authorized by train dispatcher
(b) The proper signal is given
(c) Train order authority

RULE 85

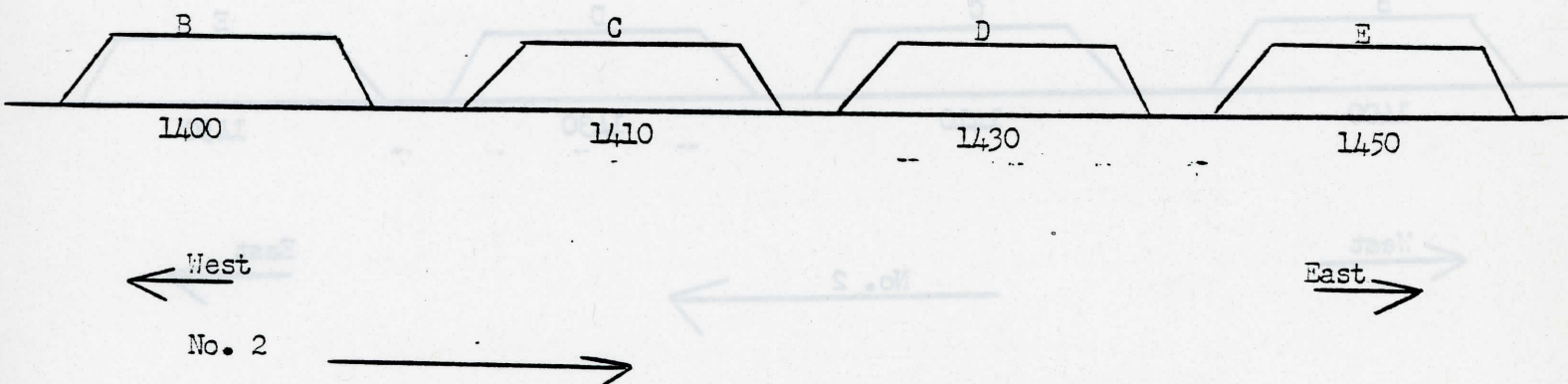
27. Q. Extra trains may pass
- A. (a) And run ahead of third class, fourth class and extra trains
- (b) And run ahead of fourth class and extra trains
- (c) And run ahead of other extra trains
- (d) And run ahead of fourth class and extra trains when authorized by time table

RULE 86

28. Q. Outside A.B.S. territory unless otherwise provided, when must an inferior train clear a superior train, in the same direction?
- A. (a) By not less than five minutes
- (b) At the time the superior train is due to leave the next station in the rear, where time is shown
- (c) As soon as practicable, to avoid delaying the superior train
- (d) At the time the superior train is due to arrive at the next station in the rear where time is shown
29. Q. Unless otherwise provided when must an inferior train clear a superior train, in the same direction in A.B.S. territory?
- A. (a) At the time a superior train is due to leave the next station in the rear
- (b) By at least five minutes
- (c) In sufficient time to avoid displaying stop indications to a following superior train
- (d) In sufficient time to avoid displaying other than clear signal indications to a following superior train

RULE 86

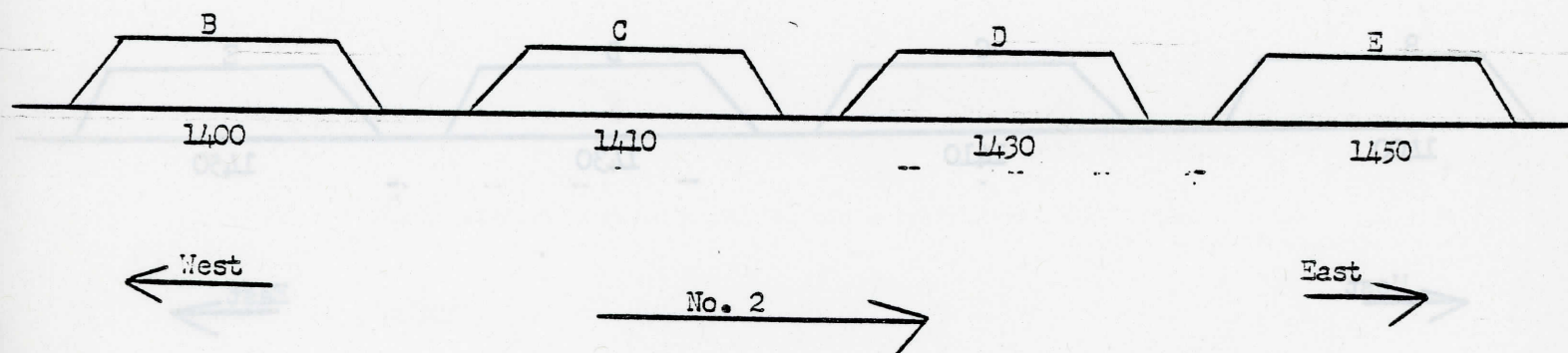
30. Q. What time would it be necessary for an inferior train in the same direction to be clear of the main track for No. 2 at Station C?



- A. (a) 1400
 (b) 1405
 (c) 1355

RULE 87

31. Q. At what time would an opposing inferior train clear No. 2 at Station D?



- A. (a) 1430
 (b) 1425
 (c) 1410

32. Q. An inferior train must keep out of the way of and clear an opposing superior train:

- A. (a) When the superior train is due to leave the next station ahead, where time is shown
- (b) By not less than five minutes
- (c) By not less than five minutes before the superior train is due to arrive
- (d) In sufficient time to avoid delay to a superior train

33. Q. At meeting points between extra trains

- A. (a) The train arriving first must take the siding unless otherwise provided
- (b) Westward or northward trains must take the siding unless otherwise provided
- (c) Trains of less than 50 cars must take the siding unless otherwise provided
- (d) The train in the inferior time table direction must take the siding unless otherwise provided

RULE 90

34. Q. Which one of the following communicating signals will be given by conductor of every passenger train between one and three miles from every station at which it is to meet or wait for a train, clear a superior train, or move through siding or crossover when so instructed?

- A. (a) 0 0 0
- (b) 0 0 —
- (c) — 0 0

RULE 90

35. Q. After receiving communicating signal from the conductor, the engineman must make running test of the brakes as soon as practicable and then give whistle signal:

A. (a) — 0 0

(b) — 0

(c) — — 0

RULE 90A

36. Q. Unless otherwise directed by special instructions, conductors and enginemen will see that trainmen are at the front and rear of train in position to observe the safe operation of trains. On which trains does this Rule apply?

A. (a) On third class, fourth class and extra trains

(b) On all trains

(c) On freight, mixed and work trains

(d) On freight, mixed and work train in motion between stations

37. Q. When must a trainman be within convenient access of the emergency valve?

A. (a) Approaching yard limits, points where train is restricted by train orders issued for the protection of impassable or slow track and in foggy or stormy weather

(b) Approaching junctions, railway crossing at grade, drawbridges, points where trains may be required to stop, where trains are to be met or passed and at a safe distance between descending heavy grades or at any point where failure of the brakes may be attended with hazard

(c) Approaching junctions, railway crossings at grade and drawbridges

(d) Approaching stations where trains are to be met or passed and at a safe distance before descending heavy grades

RULE 91 System Special Instructions

38. Q. Unless some form of block signal system is in operation to the next open train order office, or to the station where the preceding and following trains diverge, and except in closing up at stations, what intervals must be maintained between a preceding train and a train operating a snow plow?
- A. (a) When all preceding trains have left a station ahead or cleared the main track or arrived at a station ahead within yard limits.
 (b) 30 minutes
 (c) When all preceding trains have arrived at a station ahead
 (d) 20 minutes
39. Q. The following interval must be maintained between trains other than trains operating a snow plow.
- A. (a) At least twenty minutes unless a report has been received that the preceding train has left a station ahead or has cleared the main track
 (b) At least fifteen minutes
 (c) At least twenty minutes when passenger carrying trains are affected and at least fifteen minutes between freight trains
 (d) At least twenty minutes
40. Q. Does the interval prescribed by this rule relieve employees from protecting their trains as required by Rule 99?
- A. (a) Only on subdivisions specified in the time table
 (b) Yes if constant radio communication is maintained with the following train
 (c) No
 (d) Only for 20 minutes after leaving each station

41. Q. Need the interval prescribed in this rule be maintained by rail test cars when testing and track inspection cars when operating as trains?

A. (a) Yes

(b) No

42. Q. Who only are authorized to use radio to ensure that the prescribed intervals are maintained?

A. (a) Train and engine crews

(b) Operators, train and engine crews

(c) Operators

RULE 91A

43. Q. Where used, how and when will a train order signal be displayed to maintain the proper intervals between trains in the same direction?

A. (a) At stop promptly after the rear of the train has passed the signal

(b) At stop promptly after the engine has passed the signal

(c) At caution promptly after the rear of the train has passed the signal

RULE 92

44. Q. May a train leave any station in advance of its schedule leaving time?

A. (a) Yes

(b) No

RULE 93

45. Q. When may the main track be used within yard limits?

A. (a) Clearing the time of first and second class trains at the next station where time is shown

(b) Clearing the time of regular trains at the next station where time is shown

(c) Clearing the time of passenger trains

(d) "The main track may be used within yard limits, CLEARING BY NOT LESS THAN FIVE MINUTES the leaving times of first and second class trains from the next station where their time is shown."

46. Q. Within yard limits the main track may be used clearing the time of:
- (a) All regular trains
 - (b) First class passenger trains
 - (c) First and second class trains at the next station where time is shown
 - (d) "The main track may be used within yard limits, CLEARING BY NOT LESS THAN FIVE MINUTES the leaving times of first and second class trains from the next station where their time is shown."
47. Q. In addition to engines, what trains must move within yard limits at restricted speed unless the main track is known to be clear?
- (a) Third class, fourth class and extra trains
 - (b) Second, third and fourth class trains
 - (c) Extra trains
48. Q. In A.B.S. territory within yard limits, what signal may be accepted as an indication that the track is clear to the next signal or block end sign?
- (a) Slow clear signal Rule 287
 - (b) Clear train order signal
 - (c) Approach signal Rule 285
 - (d) Clear signal Rule 281
49. Q. By night, or in foggy or stormy weather, how must unattended cars or dead engines obstructing the main track within yard limits be protected?
- (a) Lighted red fusee
 - (b) A light on both ends
 - (c) Protect with flagman

Two or more tracks

50. Q. Within yard limits at what speed must trains and engines move when moving against the current of traffic?
- (a) Slow speed
 - (b) Restricted speed
 - (c) Medium speed

RULE 94

51. Q. If necessary to assume the schedule and take the train orders of a train so disabled that it cannot proceed, how will a train be governed after passing the disabled train?
- A. (a) It will proceed to the next open train order office and there report to the train dispatcher
- (b) Proceed at restricted speed to the next available point of communication and there report train dispatcher
- (c) Proceed to next station under flag protection
- (d) As prescribed by the rules

RULE 95

52. Q. In CTC or in territory where Rule 251 applies over an entire subdivision or to the terminating station of a schedule on a subdivision, a section may be authorized from its initial station.
- A. (a) By train order
- (b) By train order and a clearance which must be OK'd by train dispatcher, as: "First 17 Green Signals", "Second 17 signals Nil", etc.
- (c) By a clearance which must be OK'd by train dispatcher, as: "First 17 Green Signals", "Second 17 Signals Nil", etc.
- (d) By a clearance which must be OK'd by train dispatcher, as: "First 17 Green Signals.....to....."
(initial station) (terminating station)
- or "Second 17 Signals Nil..... to"
(initial station) (terminating station)

RULE 95

53. Q. When trains are operated in sections does each section have equal time table authority?
- A. (a) Only when running as a First Class train
- (b) Yes
- (c) No
- (d) Yes only when there is more than two sections

System Special InstructionsRULE 211

54. Q. In C.T.C., or in territory where Rule 251 applies over an entire subdivision or to the terminating station of a schedule on a subdivision, a section may be authorized from its initial station by a clearance. In the event of a communication failure, may such clearance be issued by the operator and endorsed "wire failure"?

A. (a) Yes

(b) No

RULE 96

55. Q. Signals must not be ordered displayed to other than:

A. (a) A terminating station of the schedule

(b) A station where a train register is located

(c) An open train order office

(d) A station at which a train must obtain a clearance

56. Q. When trains are run as sections of a schedule, to what station only, may green signals be ordered displayed?

A. (a) A terminating station

(b) A register station

(c) To any station

57. Q. When trains are run in sections of a schedule who is responsible for preventing the following section passing it without proper authority?

A. (a) The preceding section

(b) Train dispatcher

(c) Conductor

RULE 96A

58. Q. What authority is required to create a regular train at a station other than its initial station on any subdivision?
- A. (a) Train order
 (b) A regular train must not be created at a station other than its initial station
 (c) Clearance
 (d) Authority from Chief Train Dispatcher
59. Q. What authority is required before a detoured train may again take up its own schedule on the same subdivision?
- A. (a) Train order
 (b) An order to run Extra
 (c) Clearance
 (d) The annulment of that portion which has not been fulfilled

RULE 97

60. Q. In C.T.C. or territory where Rule 251 applies extra trains may be authorized by:
- A. (a) A clearance which must be OK'd by train dispatcher
 (b) A clearance
 (c) Rule 264 authority
 (d) Signal indications

RULE 98

61. Q. Unless protected by block or interlocking signals, train and engines must approach the end of two or more tracks, junctions, railway crossings at grade and drawbridges at:
- A. (a) Prepared to stop
 (b) Restricted speed
 (c) Thirty-five miles per hour
 (d) Twenty-five miles per hour

62. Q. Unless otherwise specified in special instructions, what speed must not be exceeded by any train or engine at interlocked railway crossings at grade until the entire movement has passed the crossing?
- A. (a) Thirty-five miles per hour
(b) Restricted speed
(c) Twenty-five miles per hour
(d) Fifteen miles per hour
63. Q. Unless protected by block or interlocking signals, at what speed must trains and engines approach the end of two or more tracks, junctions, railway crossings at grade and drawbridges?
- A. (a) Twenty-five miles per hour
(b) Slow speed
(c) Restricted speed
(d) Thirty-five miles per hour
64. Q. Trains or engines must stop at the stop signs at non-interlocked railway crossings at grade and at non-interlocked drawbridges and not proceed until:
- A. (a) Authorized by train dispatcher
(b) The proper signal has been given for that purpose
(c) Authorized by flagman

OUTSIDE ABS TERRITORYRULE 99

65. Q. When a train is moving under circumstances in which it may be overtaken by another train, when must lighted fusees be dropped off and such other action taken as may be necessary to ensure full protection?
- A. (a) Every ten minutes
(b) At proper intervals
(c) Every half mile
(d) 2,000 yards before stopping
66. Q. When a train stops under circumstances in which it may be overtaken by another train, what must flagman do to ensure full protection (OUTSIDE ABS)?
- A. (a) Contact train dispatcher
(b) Immediately go back a sufficient distance
(c) Wait instructions from conductor
67. Q. When a train stops under circumstances in which it may be overtaken by another train, what minimum distance must flagman go back if there is no clear view of its rear for 2,000 yards and no down grade toward train within one mile of its rear?
- A. (a) At least 1,500 yards
(b) At least 2,000 yards
(c) At least 1,000 yards
(d) At least 2,200 yards

WITHIN ABS TERRITORY

68. Q. When a train stops under circumstances in which it may be overtaken by another train (WITHIN ABS TERRITORY), with the protection of at least two block signals to the rear, protection against following trains will have been afforded when flagman has taken up a position on the ground at a point from which stop signals can be plainly seen from an approaching train from a distance of at least:
- A. (a) One mile
- (b) One thousand yards
- (c) Three hundred yards from the train being protected

BOTH OUTSIDE AND WITHIN ABS TERRITORY

69. Q. Once the flagman starts to go back as prescribed by this rule, if recalled before reaching the required distance he must:
- A. (a) Go to the required distance and protect as required by the rule
- (b) Place torpedoes at present location and return to train
- (c) Leave a lighted red fusee at present location and return to train

RULE 100

70. Q. When should flagman be furnished with written flagging instructions to be shown to the engineman of trains affected?
- A. (a) When practicable when providing protection required by Rule 99 and it is necessary to hold trains or advise them of specific movements of the train being protected
- (b) Only when a train carrying passengers is affected
- (c) Not necessary
- (d) Only when protecting the movements of a work train

RULE 101

71. Q. When for any reason a portion of a train is left on the main track every precaution must be taken to protect the remaining portion against the returning movement. In the absence of conductor at head-end of train and when movement commences, who will arrange for the necessary protection?
- A. (a) Train Dispatcher
(b) The Engineman
(c) Front Trainman
(d) Rear Trainman
72. Q. When for any reason a portion of a train is left on the main track, how must it be protected against the return movement by night?
- A. (a) Place lighted red fusee at end of cars
(b) Place lighted red fusee and torpedoes a sufficient distance in advance
(c) Torpedoes must be placed a sufficient distance in advance and a white light must be prominently displayed on the front of the leading car.

RULE 102

73. Q. When a train is disabled or stopped suddenly by an emergency application of the air brakes or other causes, what must immediately be displayed on adjacent tracks at front and rear of train?
- A. (a) A white light
(b) Lighted red fusee
(c) Torpedoes
(d) A red flag

RULE 103

74. Q. When cars are pushed by an engine, except when switching or making up trains in yards, and even then when conditions require, where must a member of the crew be positioned so signals necessary to the movement can be properly given?
- A. (a) On the ground
(b) In view of the engineman
(c) On the leading car
75. Q. When cars not headed by an engine are passing along a public road or over a public crossing at grade which is not adequately protected by gates or otherwise, where must a member of the crew take up a position?
- A. (a) In clear view of the engineman
(b) On the ground at the crossing
(c) On the leading car
(d) Approximately half-way between the leading car and engine to relay signals
76. Q. When necessary to cut trains at public crossings at grade, except where a member of the crew is to protect the crossing, or where other protection is provided, cars or engines must not be left standing within how many feet of the travelled portion of the public road?
- A. (a) 100 feet
(b) 200 feet
(c) 500 feet
77. Q. Where special instructions require that switching movements over certain public crossings at grade be protected by a member of the crew, from where must such protection be provided until the crossing is occupied?
- A. (a) On the leading car
(b) A point on the ground at the crossing
(c) In clear view of the engineman

78. Q. At public crossings at grade at which there are automatic warning devices to indicate the approach of trains or engines on the main track, how must movements of such crossings on other than main track be made?
- A. (a) Movement must stop before proceeding over the crossing
- (b) Stop and be protected by a member of the crew from a point on the ground at the crossing
- (c) Movement must not exceed 10 miles per hour from 100 feet distance until the engine or leading car has passed over the crossing
- (d) Movement must not exceed slow speed
79. Q. At public crossings at grade referred to in time table instructions where protection devices are required to be operated by use of push buttons or other appliances, when are movements permitted to obstruct the crossing?
- A. (a) Immediately the protection devices start operating
- (b) Not until the protection devices have been operating for at least 20 seconds
- (c) Not until the protection devices have been operating for at least 10 seconds
80. Q. No part of a car or engine may be allowed to occupy any part of a public crossing at grade for a longer period than
- A. (a) 20 seconds
- (b) Three minutes
- (c) Five minutes
81. Q. What is required of a member of the crew before a train or engine makes a reverse movement over a public crossing at grade protected by automatic signals?
- A. (a) Protect the crossing
- (b) Take up a position on the leading car to warn persons crossing or about to cross the track
- (c) Provided the automatic signals are operating properly, no other protection is required
- (d) The movement must not exceed 10 miles per hour from 100 feet distant until the crossing is fully occupied

Form 696 Rule 103

82. Q. Whenever an emergency vehicle, such as an ambulance or fire truck is observed or reported being obstructed at a public or private crossing at grade, are Train Dispatchers, Yardmasters and members of train and engine crews required to do everything possible to immediately clear such crossings consistent with safety?

A. (a) Yes

(b) No

RULE 104

83. Q. Except where switchtenders are stationed, who are responsible for the position of switches manually operated by them and members of their crews?

A. (a) Conductors

(b) The entire crew

(c) Section foreman, Roadmaster or Track Supervisor

(d) Train Dispatcher

84. Q. A main track switch must not be left open unless in charge of?

A. (a) Train dispatcher

(b) Member of the crew or switchtender

(c) Section foreman, roadmaster or track supervisor

(d) Yardmaster

85. Q. When do the rules governing hand operated switches apply to spring and dual control switches?

A. (a) When authorized by train dispatcher

(b) Only on subdivisions specified in the time table or special instructions

(c) They never apply to spring and dual control switches at any time

(d) When such switches are operated by hand

86. Q. In what position must yard switches equipped with locks be left after having been used?
- A. (a) Must be lined for normal position
 - (b) Must be lined for diverging route
 - (c) Must be lined and locked for normal position
 - (d) Must be lined for normal position and keepers in place
87. Q. What action is required by a member of the crew of a train occupying the main track at a meeting or passing point?
- A. (a) Will, when practicable open the switch for the approaching train and protect it until relieved by a trainman of the other train or by a switch-tender
 - (b) No action is required as it is the responsibility of the other crew to ascertain that switches have been properly lined for their train
 - (c) When practicable, see that the switches at the front of their engine are properly lined for the approaching train
 - (d) The points must be examined and the target or lights observed to know that the switch is properly lined
88. Q. When a train is closely approaching or passing over a main track switch, how far must employees keep from the switch stand?
- A. (a) Not less than 10 feet
 - (b) Not less than 20 feet
 - (c) Not less than 30 feet
 - (d) Not less than 15 feet
89. Q. When a train or engine turns out from the main track at any point, when may the switch be restored to its normal position?
- A. (a) Not until the movement has cleared the switch point
 - (b) Not until the movement has cleared the main track
 - (c) Not until the train or engine has cleared the fouling point
 - (d) Not until the movement has come to a complete stop

90. Q. When a crossover is to be used, which switch must be opened first?

- A. (a) The switch at far end of crossover
- (b) The switch in the track on which the train or engine is standing
- (c) The switch closest to trainman or switchtender

91. Q. After a switch has been turned, what must be done to know that the switch is properly lined?

- A. (a) The points must be examined
- (b) The target or light must be observed
- (c) The points must be examined and the target or light observed

92. Q. Must switches at all time be secured?

- A. (a) Only if equipped with locks
- (b) Yes
- (c) No

93. Q. Must main track switches be lined and locked for main track when not in use?

- A. (a) Yes
- (b) No

RULE 104A

94. Q. When a trailing movement is stopped before passing entirely through a spring switch, the movement must not be reversed nor slack taken until:

- A. (a) The switch has been properly set by hand
- (b) The engineman has been advised and has acknowledged
- (c) The train dispatcher has authorized the movement in accordance with Rule 264
- (d) The train dispatcher has authorized the movement in accordance with Rule 266

95. Q. When a train or engine is stopped by a fixed signal governing movement over a spring switch in the facing point direction, the points must be examined, and if not properly closed and cannot be closed by hand, they must be spiked in proper position before being used. After the movement is made over the switch, what must be done?

- A. (a) Notify the Superintendent
- (b) Remove the spike
- (c) Remove the spike and notify the Superintendent
- (d) Notify the track supervisor

RULE 104B

96. Q. When a train or engine is stopped by a signal governing movement over a dual control switch, if no conflicting movement is evident, who must immediately communicate with the train dispatcher?

- A. (a) The conductor
- (b) The engineman
- (c) The conductor or the engineman
- (d) A member of the crew

97. Q. What must instructions from the train dispatcher include when authorized to move over a dual control switch under a stop indication?

- A. (a) Speed of train
- (b) Route to be used
- (c) How to operate dual control switch

98. Q. When a train or engine is required to move over a dual control switch under a stop indication, movement must not be made until after selector lever has been taken out of "power" position and placed in "hand" position. What else must be done with the switch?

- A. (a) Lined for the route
- (b) Nothing else is required
- (c) Hand throw lever must be operated until switch points are seen to move with the movement of hand throw lever

99. Q. When necessary to move over a dual control switch under a "stop" indication and after permission in accordance with Rule 264 has been obtained, in what position must selector lever be placed before operating hand throw lever?
- A. (a) Hand position
 (b) Power position
 (c) Hand position only if route is not properly lined
 (d) Power position if route is properly lined
100. Q. When may selector lever be restored to "power" position and locked after dual control switch has been used on hand throw under a stop indication?
- A. (a) Soon as train or engine has passed the signal
 (b) Soon as the route is lined
 (c) Soon as the leading wheels have moved onto the switch points

RULE 104E

101. Q. Where derails are provided on other than the main track, they must be known to be in proper position before signals are given for movements on tracks so equipped, and except while such tracks are being used, the derails must be kept set in derailing position whether or not there are cars on the tracks. Must employees know where derails are located?
- A. (a) Yes
 (b) No

RULE 105

102. Q. Unless otherwise provided by signal indication, how will trains and engines be governed when using other than a main track?
- A. (a) Prepared to stop short of switch not properly lined
 (b) Must not exceed slow speed
 (c) Must not exceed 10 MPH
 (d) Proceed at restricted speed

RULE 105A

103. Q. Except on subdivisions specified in time table, who must be advised when cars are left on a siding?
- A. (a) Superintendent
 (b) Train Dispatcher
 (c) Yardmaster
 (d) Operator

RULE 106

104. Q. Under whose direction will trains be run?
- A. (a) The Engineman
 (b) The Train Dispatcher
 (c) The Conductor
 (d) Yardmaster

RULE 107Form 696

105. Q. On passenger carrying trains who will be responsible for protection of traffic while it is being discharged or received at other than scheduled stops, flag stops and conditional stops unless advice has been received from train dispatcher that other trains have been informed of the stop(s) or that other protection has been provided?
- A. (a) The train dispatcher
 (b) The operator
 (c) Conductors and trainmen
 (d) The engineman
106. Q. How must trains or engines move when meeting or passing a train carrying passengers which is receiving or discharging traffic at a station?
- A. (a) At restricted speed
 (b) At subdivision speed
 (c) With extreme care
 (d) Prepared to stop

107. Q. Trains or engines must not pass between a train carrying passengers receiving or discharging traffic and the station platform unless the movement is properly protected. Who must ensure that the protection is adequate before movement is made?

- A. (a) Engineman of the oncoming train
- (b) The operator
- (c) Conductor of standing train
- (d) Conductor of oncoming train

RULE 108

108. Q. In case of doubt or uncertainty, what must be done?

- A. (a) The roadmaster must be contacted
- (b) The train dispatcher must be contacted
- (c) The safe course must be taken

RULE 110

109. Q. What speed in miles per hour must not be exceeded when snow removal equipment is meeting or passing trains on adjacent tracks or passing structures which are liable to be damaged?

- A. (a) Ten miles per hour
- (b) Fifteen miles per hour
- (c) Twenty miles per hour
- (d) Twenty-five miles per hour

RULE 111

110. Q. When other duties will permit, employees in the vicinity of passing trains must do what?

- A. (a) Observe the condition of equipment on such trains
- (b) Look out for signals given by train crew
- (c) Nothing, this condition is for sectionmen only

111. Q. When other duties will permit, what must employees do in the vicinity of passing trains?

- A. (a) Exchange signals
- (b) Watch for signals displayed
- (c) Observe the condition of equipment on such trains

112. Q. Where must trainmen of standing trains be located so as to observe both sides of passing trains?

- A. (a) On rear platform
- (b) On the engine
- (c) In best possible position on the ground

113. Q. Where will trainmen of standing trains be positioned in order to make inspection of passing trains?

- A. (a) Best possible position on the ground
- (b) In the cupola of caboose
- (c) On rear of train
- (d) On the engine

RULE 112

114. Q. What must be done to cars left at any point to prevent them from moving?

- A. (a) Apply wheel blocks
- (b) Couple to other cars, if any
- (c) Apply a sufficient number of hand brakes
- (d) Leave air brakes applied

115. Q. When cars are left at any point, what must be done to prevent them from moving?

- A. (a) See that air brakes are applied
- (b) Place blocks of wood under wheels
- (c) A sufficient number of hand brakes must be applied

116. Q. What is required before coupling to or moving cars being loaded or unloaded?

- A. (a) All persons in or about such cars must be notified
- (b) Stop must be made before coupling to the cars

RULE 113

117. Q. Unless otherwise provided, when for any reason a siding or crossover is to be used, what speed in miles per hour must not be exceeded through turnouts?

- A. (a) 15 miles per hour
- (b) 25 miles per hour
- (c) 20 miles per hour
- (d) 10 miles per hour

RULE 114

118. Q. Before making a running switch (drop) what must be done?

- A. (a) Points must be examined and target or lights observed
- (b) Test brakes
- (c) Stop and test the switch
- (d) Stop, test hand brake and switch

RULE 151

Two or more tracks

119. Q. Unless otherwise provided, where two main tracks are in service, what track will train or engines use?

- A. (a) Must move on designated numbered track
- (b) Either track
- (c) Must keep to left
- (d) Must keep to right

Two or more tracks

120. Q. When more than two main tracks are in service, how will they be designated?
- A. (a) By train order
 (b) By numbers and their use indicated by special instructions
 (c) By time table

RULE 152Two or more tracks

121. Q. When a train or engine crosses over to or obstructs another track, unless otherwise provided, how must it first be protected in both directions on that track?
- A. (a) Block indicators
 (b) Electric switch lock
 (c) As prescribed by Rule 99

Two or more tracks

122. Q. Unless otherwise provided, how must a train or engine be protected when it crosses over to or obstructs another track?
- A. (a) As prescribed by Rule 99 in both directions on that track
 (b) By train movement director or train dispatcher
 (c) By flag protection against trains moving with the current of traffic
 (d) As prescribed by Rule 99