NORTHEAST OPERATING RULES ADVISORY COMMITTEE (NORAC) 100 PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

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How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

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Questions

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1. What is the proper action when knowledge of a medical condition not on record is obtained?

A. Notify the supervisor

B. Wait until next safety meeting

C. Call a colleague for guidance

D. Contact the Company Medical Officer immediately

2. What is the correct implication of Restricted Speed inside interlocking in NORAC Rule 80?

A. 15 MPH

B. 10 MPH

C. 25 MPH

D. 35 MPH

3. A train must not occupy DCS territory outside yard limits without which authority?

A. Form D line 2 authority

B. Timetable directive

C. Radio permission

D. Working clearance

4. If signaling devices or track circuits are inoperative, what must the crew do?

A. Proceed using standard operating practices.

B. Follow fixed instructions or obtain direct authorization from the dispatcher for normal movement.

C. Stop and wait for maintenance indefinitely.

D. Ignore and continue with caution.

5. When in the cab with the engineer, a conductor must do what in regards to calling out signals?

A. They must communicate to each other in a clear manner the name of each signal as soon as it becomes clearly visible

B. They must call out signals only when the engineer prompts

C. They must record signals in a log but not verbalize them

D. They must avoid verbal communication altogether

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6. Employees must obtain the correct Eastern Standard Time daily from an?

A. Atomic Clock

B. Local Time

C. Pocket Watch

D. Department Office

7. When there is a temporary obstruction, who should you await for clearance or a removal plan?

A. The passenger conductor.

B. The on-site safety officer.

C. The dispatcher.

D. The station master.

8. Passenger trains, lite locomotives, and locomotives operating at the rear of a train must be equipped with:

A. An illuminated marking device or have the rear headlight on low beam at all times

B. A rearview mirror

C. Reflective bumper sticker

D. A siren at the rear

9. In Rule 251 Territory, must not make a reverse movement beyond the limits of the block without:

A. Form D line 2 authority

B. Verbal permission of the dispatcher

C. Written permit from supervisor

D. A proceed indication

10. Clearing DCS territory: When a train is operating in a specified direction clears the limits of its line 2 authority, the line 2 authority is:

A. It is fulfilled

B. It is extended

C. It becomes invalid

D. It remains unchanged

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Answers

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1. D
2. A
3. A
4. B
5. A
6. A
7. C
8. A
9. A
10. A

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Explanations

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1. What is the proper action when knowledge of a medical condition not on record is obtained?

A. Notify the supervisor

B. Wait until next safety meeting

C. Call a colleague for guidance

D. Contact the Company Medical Officer immediately

When you learn of a medical condition that isn't on file, the immediate step is to contact the Company Medical Officer. The CMO is the designated professional who reviews medical information, decides whether the condition could affect your ability to operate safely, and provides guidance on any needed restrictions, treatment, or medical clearance before returning to work. This ensures a timely, trained medical evaluation and protects safety for everyone on the railroad. Delaying for a safety meeting or seeking casual input from a colleague doesn't provide the required medical assessment, and notifying a supervisor without medical guidance may not address fitness-for-duty requirements.

2. What is the correct implication of Restricted Speed inside interlocking in NORAC Rule 80?

A. 15 MPH

B. 10 MPH

C. 25 MPH

D. 35 MPH

Inside interlocking limits, Restricted Speed is defined as a maximum of 15 mph. This lower speed gives the engineer enough time to observe signal indications and switch positions and to stop within the distance visible, which is crucial in the tightly controlled and potentially conflicting movements that interlockings create. Any higher speed would risk passing a stop signal or failing to stop for an obstruction or misaligned switch, something the interlocking environment is specifically designed to prevent. The other numbers don't align with NORAC Rule 80's requirement for interlocking operations, so 15 mph is the correct limit here.

3. A train must not occupy DCS territory outside yard limits without which authority?

A. Form D line 2 authority

B. Timetable directive

C. Radio permission

D. Working clearance

Moving into DCS territory outside yard limits requires a formal authorization to protect the track occupancy. Form D line 2 authority is that written order, specifying the movement and the exact limits it covers, so the train can proceed with clear protection in place. Without this authority, entering the controlled area would be unsafe and not permitted. Timetable directives govern general movement under the timetable but don't grant the specific protection needed to occupy DCS territory beyond yard limits. Radio permission, while it may convey approval, does not replace a formal written authority required by NORAC. A working clearance is intended for crews performing track work, not for routine train movements into DCS territory, so it doesn't apply here.

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4. If signaling devices or track circuits are inoperative, what must the crew do?

A. Proceed using standard operating practices.

B. Follow fixed instructions or obtain direct authorization from the dispatcher for normal movement.

C. Stop and wait for maintenance indefinitely.

D. Ignore and continue with caution.

When signaling devices or track circuits are inoperative, you lose the automatic protection those signals provide. The correct action is to move only under fixed instructions or with direct authorization from the dispatcher for normal movement. This ensures the movement is controlled and authorized even without signals, preventing conflicting or unsafe actions. Proceeding under standard operating practices, waiting indefinitely, or ignoring the situation would not comply with procedures and could create unsafe conditions.

5. When in the cab with the engineer, a conductor must do what in regards to calling out signals?

A. They must communicate to each other in a clear manner the name of each signal as soon as it becomes clearly visible

B. They must call out signals only when the engineer prompts

C. They must record signals in a log but not verbalize them

D. They must avoid verbal communication altogether

The essential idea is to keep the engineer and conductor in perfect sync by verbally identifying signals as they appear. In the cab, the conductor must call out the name of each signal as soon as it is clearly visible. This immediate, clear communication lets the engineer know exactly which signal is in effect and what it means for the train's movement, even if the view is partial or conditions make reading the signal tricky. This proactive calling out prevents misreads and miscommunications, which are safety risks in rail operations. Waiting for the engineer to prompt or relying on a log alone doesn't provide the real-time confirmation needed for safe operation, and avoiding verbal communication defeats the purpose of coordinating signal aspects.

6. Employees must obtain the correct Eastern Standard Time daily from an?

A. Atomic Clock

B. Local Time

C. Pocket Watch

D. Department Office

Having a single, authoritative time reference is essential for safe and coordinated railroad operations. An atomic clock provides the most accurate, stable time standard available. By obtaining Eastern Standard Time daily from this trusted source, all timekeeping—train schedules, signal timings, and log entries—stays consistent across the system. Local time can drift, a pocket watch is prone to errors, and simply using a clock in the department office doesn't guarantee the official standard unless that clock is continuously synchronized to the atomic clock. Therefore, the correct daily time is taken from the atomic clock.

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7. When there is a temporary obstruction, who should you await for clearance or a removal plan?

A. The passenger conductor.

B. The on-site safety officer.

C. The dispatcher.

D. The station master.

When a temporary obstruction blocks the track, you must await clearance or a removal plan from the person who controls train movement across the block. That authority rests with the dispatcher, who issues permission to occupy or proceed and coordinates any removal of the obstruction. The on-site safety officer can advise on safety concerns but does not grant movement clearance, the station master handles local station operations, and the passenger conductor focuses on train and passenger duties—not on track clearance decisions. So the dispatcher is the one to contact for clearance or a removal plan.

8. Passenger trains, lite locomotives, and locomotives operating at the rear of a train must be equipped with:

A. An illuminated marking device or have the rear headlight on low beam at all times

B. A rearview mirror

C. Reflective bumper sticker

D. A siren at the rear

The rule focuses on making the end of a train clearly visible to others for safety. Passenger trains, lite locomotives, and locomotives operating at the rear must have a signal that marks the back of the train. This can be either an illuminated marking device or the rear headlight kept on low beam at all times. Keeping a visible rear signal ensures following trains and track workers can recognize where the train ends, reducing the risk of collisions or misjudgments during movement, switching, or yard work. The other options don't meet this requirement because they don't provide the mandated end-of-train visibility. A rearview mirror, a reflective bumper sticker, or a rear siren isn't the specified means to mark the rear end.

9. In Rule 251 Territory, must not make a reverse movement beyond the limits of the block without:

A. Form D line 2 authority

B. Verbal permission of the dispatcher

C. Written permit from supervisor

D. A proceed indication

In Rule 251 Territory, moving in reverse beyond the limits of the block requires formal authority documented on Form D line 2. This written dispatcher instruction is the official way to authorize a movement that isn't covered by the normal block limits, ensuring everyone knows where the train is and what it's permitted to do. It helps prevent conflicts with other trains and with track personnel by providing a clear, recorded authorization for the reverse movement beyond the block. Verbal permission isn't sufficient because it's not a reliable, track-wide record that can be referenced later. A written permit from a supervisor isn't the standard mechanism for this particular movement, and a proceed indication alone is not designed to authorize moving beyond block limits. The Form D line 2 authority is the proper control for this scenario.

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10. Clearing DCS territory: When a train is operating in a specified direction clears the limits of its line 2 authority, the line 2 authority is:

A. It is fulfilled

B. It is extended

C. It becomes invalid

D. It remains unchanged

The line-2 authority is fulfilled when a train moving in its specified direction clears the limits of that authority. In practice, the authority defines a bite-size movement with defined boundaries; once the train passes beyond the last limit within that movement, the permission has been consumed and is considered fulfilled. If the train needs to move further, it must obtain new authority. It isn't extended, invalid, or left unchanged by clearing the territory.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

https://norac100.examzify.com

We wish you the very best on your exam journey. You've got this!

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