NORTHEAST OPERATING RULES ADVISORY COMMITTEE (NORAC) 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 speed may a train with failed cab signals proceed at once authorized by Rule 556?

A. 50MPH

B. 40MPH

C. 59MPH

D. Speed limited by fixed signals only

2. How must trains operate within the limits of a suspension in an ABS failure?

A. They can operate at unlimited speed

B. Passenger trains must not exceed 59 MPH; freight trains must not exceed 49 MPH

C. Only freight trains can exceed speed limits

D. Trains may use their discretion to determine speed

3. What is the role of the Dispatcher related to delays in train service?

A. To control all train speeds

B. To be notified of any known delays

C. To inspect train conditions in real-time

D. To authorize movements between stations

4. What should happen if the "Dead Man" or "Alerter" feature fails en route on a passenger train?

A. An engineer must take over immediately

B. An employee must join the Engineer in the control compartment

C. Resume normal operations without intervention

D. Notify the Dispatcher of the failure

5. What should be done if movement is obstructed and the hand signal disappears from view?

A. Continue moving until further instructions are received

B. Stop movement immediately

C. Signal again, assuming it will be seen

D. Move cautiously forward

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6. What happens to the Rules-in-Effect on an out-of-service track?

A. They remain fully applicable regardless of status

B. Some rules may apply depending on the situation

C. ABS, CSS, DCS and Interlocking rules do not apply

D. Only safety protocols apply

7. What is the term for an uncoupled engine or engines directed back toward the stationary portion of the same train?

A. Return Movement

B. Reversing Move

C. Backtrack Procedure

D. Train Repositioning

8. What is the maximum speed for a train after a false activation notification?

A. 30 MPH

B. 15 MPH

C. Running at normal speed

D. 20 MPH

9. What must employees do if they witness any conduct that discredits the Company?

A. Ignore it and continue working

B. Report the conduct to the proper official

C. Discuss it with coworkers

D. File a formal complaint

10. How should auxiliary lights operate at public crossings according to regulations?

A. All should be turned off until needed

B. They must always be steady

C. They should flash alternately when crossing

D. Only one light needs to be operational

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Answers

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

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Explanations

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1. What speed may a train with failed cab signals proceed at once authorized by Rule 556?

A. 50MPH

B. 40MPH

C. 59MPH

D. Speed limited by fixed signals only

The correct answer is the speed limited by fixed signals only. When a train experiences a failure in its cab signals, Rule 556 of the NORAC provides guidance on how to proceed safely. In this scenario, trains are allowed to operate at speeds dictated solely by the fixed signals that are present along their route. This approach ensures that safety is maintained, as the crew will rely on visual indications from signals rather than automatic cab signal systems that may have failed. Therefore, the train must observe the indications given by the fixed signals, which can vary depending on the area, the train's location, and the conditions governing the operation at that specific point on the rail network. The other speed options provided—50MPH, 40MPH, and 59MPH—do not accurately reflect the protocol established under Rule 556 for a situation where cab signal failures are involved. Instead, knowing that the maximum permissible speed is determined by fixed signals illustrates the emphasis on safety and adherence to the signaling system in place.

2. How must trains operate within the limits of a suspension in an ABS failure?

A. They can operate at unlimited speed

B. Passenger trains must not exceed 59 MPH; freight trains must not exceed 49 MPH

C. Only freight trains can exceed speed limits

D. Trains may use their discretion to determine speed

The correct answer indicates that passenger trains must not exceed 59 MPH, while freight trains must not exceed 49 MPH within the limits of a suspension in an Automatic Block Signal (ABS) failure. This approach is essential for maintaining safety in situations where the signaling system is not functioning properly. By establishing speed limits specific to the type of train, these guidelines help manage the risk associated with reduced visibility or operational restrictions during an ABS failure. Passenger trains typically have a higher priority for passenger safety and are therefore subject to a slightly higher speed limit compared to freight trains, which can be slower due to their heavier loads and need for longer stopping distances. Setting these specific speed limits helps prevent derailments and accidents that can occur if trains were allowed to operate at unrestricted speeds. It also ensures that train crews can appropriately respond to signals and any potential hazards that may arise on the tracks during such failures. The context of the other options clarifies their impracticality or danger, as allowing unlimited speed or using discretion would significantly raise the risk of accidents, and only allowing freight trains to exceed the speed limits would not adequately address the safety concerns for passenger trains.

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3. What is the role of the Dispatcher related to delays in train service?

A. To control all train speeds

B. To be notified of any known delays

C. To inspect train conditions in real-time

D. To authorize movements between stations

The role of the Dispatcher in relation to delays in train service is primarily to be notified of any known delays. This is crucial because the Dispatcher's responsibilities include ensuring the safe and efficient operation of train services. Being informed about delays allows the Dispatcher to make necessary adjustments to scheduling, reroute trains if needed, and communicate pertinent information to train crews and relevant personnel. This awareness helps maintain safety, efficiency, and service reliability across the entire rail network. The other options involve functions that are outside the specific scope of the Dispatcher's responsibilities concerning delays—for example, controlling train speeds or inspecting train conditions in real-time, which are typically the responsibilities of the train crews and onboard operations staff.

4. What should happen if the "Dead Man" or "Alerter" feature fails en route on a passenger train?

A. An engineer must take over immediately

B. An employee must join the Engineer in the control compartment

C. Resume normal operations without intervention

D. Notify the Dispatcher of the failure

In the event that the "Dead Man" or "Alerter" feature fails on a passenger train, the appropriate response is for an employee to join the engineer in the control compartment. This is crucial for maintaining safety while operating the train. The "Dead Man" feature is designed to ensure that the engineer is actively controlling the train; if it detects that the engineer is incapacitated or not responsive, it will automatically engage the brakes. Similarly, the "Alerter" feature serves as a warning system, prompting the engineer to respond to ensure they are alert and focused on their duties. When these systems fail, continuity of control and safety of the train need to be addressed promptly. Having an employee accompany the engineer provides an additional layer of safety and oversight. This is particularly important as it allows for shared responsibility, enabling another set of eyes and hands to assist in monitoring the train's operation and responding to any emergencies or issues that may arise during the journey. This procedure helps prevent potential accidents and ensures that the train can continue to operate safely until further action can be taken.

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5. What should be done if movement is obstructed and the hand signal disappears from view?

A. Continue moving until further instructions are received

B. Stop movement immediately

C. Signal again, assuming it will be seen

D. Move cautiously forward

When movement is obstructed and the hand signal disappears from view, stopping movement immediately is the appropriate action to take. This is crucial for safety, as continuing to move without a visible signal could lead to accidents or collisions. Hand signals are critical for maintaining communication during operations, especially in environments where visibility can be compromised. If the signal is no longer visible, it could indicate a change in conditions or that the person signaling has moved out of sight. By stopping immediately, the operator ensures that they do not proceed into a potentially dangerous situation without proper guidance. This approach aligns with safety protocols that prioritize maintaining control and awareness of the situation at hand. It also reinforces the importance of clear communication in railway operations, where the absence of a signal should always prompt caution and a halt to movement until clarity is restored.

6. What happens to the Rules-in-Effect on an out-of-service track?

A. They remain fully applicable regardless of status

B. Some rules may apply depending on the situation

C. ABS, CSS, DCS and Interlocking rules do not apply

D. Only safety protocols apply

The correct answer highlights that specific rules, such as ABS (Automatic Block Signal), CSS (Cab Signal System), DCS (Dispatcher Control System), and Interlocking rules, do not apply to an out-of-service track. This is significant because when a track is designated as out of service, it is not intended for regular train operations and may have different safety and operational requirements. In this context, the exclusion of these specific rules reflects an understanding that the standard operating procedures associated with movement on active tracks, which include signal systems and interlocking mechanisms, no longer hold the same authority or relevance. The safety of train operations relies on the assumption that regular signals and interlockings guiding train movement are not in effect, thus affecting how crews are required to approach the out-of-service track. This information is critical for ensuring that railroad personnel operate under the correct assumptions regarding the status of the track and apply appropriate safety measures in accordance with the established guidelines for out-of-service track conditions.

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7. What is the term for an uncoupled engine or engines directed back toward the stationary portion of the same train?

A. Return Movement

B. Reversing Move

C. Backtrack Procedure

D. Train Repositioning

The correct term for an uncoupled engine or engines that are directed back toward the stationary portion of the same train is "Return Movement." This terminology is used in railroad operations to describe the specific action of moving locomotives back toward the trains they were previously coupled to. Understanding this term is important because it helps railway personnel communicate clearly about the movement of trains and files in various operational scenarios. Return Movements are conducted under specific guidelines to ensure safety and efficiency, particularly when handling freight and passenger trains in busy rail yards or stations. The other options refer to different concepts in rail operations. "Reversing Move" generally pertains to changing the direction of a train's movement, while "Backtrack Procedure" indicates a retracing of a train's path, possibly for operational adjustments. "Train Repositioning" could imply broader actions involving rearranging train configurations or positioning trains in a yard. However, in the context of the specific action described in the question, "Return Movement" is the most accurate term.

8. What is the maximum speed for a train after a false activation notification?

A. 30 MPH

B. 15 MPH

C. Running at normal speed

D. 20 MPH

The correct answer identifies that after a false activation notification, the maximum speed for a train is restricted to 15 MPH. This limitation is in place to ensure the safety of the train, its crew, and any passengers or general public that may be in the vicinity. Following a false activation, it is crucial to proceed with caution, as there may be uncertainties regarding the track conditions ahead, or the system might not be functioning correctly. Maintaining this reduced speed allows for better control and reaction time, as the crew can assess the situation more thoroughly. It is essential for railroad operations to have such protocols in order to minimize the risk of accidents or further complications resulting from equipment faults or false indicators.

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9. What must employees do if they witness any conduct that discredits the Company?

A. Ignore it and continue working

B. Report the conduct to the proper official

C. Discuss it with coworkers

D. File a formal complaint

When employees witness any conduct that could discredit the Company, it is essential for them to report the conduct to the proper official. This procedure ensures that appropriate action can be taken to address the issue and protect the integrity of the organization. Reporting misconduct not only helps to maintain a professional work environment but also reinforces the culture of accountability within the company. By following the appropriate reporting channels, employees contribute to a proactive approach in addressing potential issues, rather than allowing harmful behavior to persist. This safeguard is typically outlined in company policies and procedures, which emphasize the importance of upholding the organization's values and reputation. While discussing the matter with coworkers or filing a formal complaint may seem like actions that could lead to resolution, they do not adhere to the established protocol for reporting misconduct. Ignoring the conduct does not address the issue and can lead to further complications in the workplace. Therefore, reporting to the designated official is the most responsible and effective action an employee can take in this situation.

10. How should auxiliary lights operate at public crossings according to regulations?

A. All should be turned off until needed

B. They must always be steady

C. They should flash alternately when crossing

D. Only one light needs to be operational

The operation of auxiliary lights at public crossings is crucial for ensuring safety and visibility for both train operators and road users. According to regulations, auxiliary lights are designed to enhance the warning signal when a train approaches a crossing. The correct choice indicates that these lights should flash alternately when a train is about to cross. Flashing auxiliary lights serve to attract attention and warn motorists and pedestrians of the train's approach, thereby reducing the likelihood of accidents. This operation mimics the action of warning lights used in other traffic scenarios, ensuring drivers remain alert to the potential danger. In contrast, having all lights turned off until needed would undermine their purpose of providing advance warning. Steady lights do not convey urgency and can easily be overlooked in bright daylight conditions. Operational requirements that state only one light needs to be operational would also fail to provide adequate warning, as multiple functioning lights flashing in an alternating pattern create a more noticeable alert for those near the crossing.

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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:

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

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