

CANADIAN NATIONAL RAILROAD PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE

<https://cnrailroad.examzify.com>



Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

SAMPLE

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.

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!

Questions

SAMPLE

- 1. What is the maximum speed through HTUA for a train in a large urban area?**
 - A. 25 MPH
 - B. 35 MPH
 - C. 45 MPH
 - D. 55 MPH

- 2. A public crossing must not be blocked for longer than how many minutes?**
 - A. 5 minutes
 - B. 10 minutes
 - C. 15 minutes
 - D. 20 minutes

- 3. Before shoving into or through a highway-rail grade crossing or pedestrian crossing, what must be true?**
 - A. Crossing gates are fully lowered
 - B. A qualified employee is positioned at the crossing and is able to communicate with the train
 - C. Either crossing gates are fully lowered or a qualified employee is at the crossing and can communicate
 - D. The engineer believes it is safe

- 4. How long is a Track Authority in effect?**
 - A. Until a crew member reports that the train has cleared the limits and the authority is made void
 - B. Until the RTC issues a new authority
 - C. For a fixed duration of 2 hours
 - D. Until the next scheduled stop

- 5. Which option correctly states the identification required for trains and engines?**
 - A. Engine type and serial
 - B. Train name and road number
 - C. Initials and route
 - D. Initial and number of the engine

- 6. What must the engineer verify before resuming, if a stop is made before a shoving movement is complete?**
- A. The radios are functioning
 - B. The crew is rested
 - C. Point protection is still being provided.
 - D. The track is clear
- 7. A Track Authority in CTC Territory includes the instruction Switch No (SW-N) at the entrance point of the limits. What further authority do you require to enter the limits?**
- A. Verbal authority from the control operator to enter the limits
 - B. No further authority
 - C. Written permission
 - D. A flag signal
- 8. If the heat stick does not melt after testing the indicated axle, what does this indicate?**
- A. Not overheated and not defective
 - B. The axle is malfunctioning
 - C. Heat stick faulty
 - D. Inspect all adjacent axles
- 9. Which choice accurately reflects the required identification for trains and engines?**
- A. Engine type and horsepower
 - B. Initial and number of the engine
 - C. Train name and road number
 - D. Crew initials and run number
- 10. Under Lifebook T-6, when may employees ride the platform of a tank car?**
- A. Only if supervised
 - B. When it's the trailing platform on the trailing car of the cut and they are pulling the track out
 - C. On any platform at any time
 - D. Only on the leading platform on the leading car

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. What is the maximum speed through HTUA for a train in a large urban area?

- A. 25 MPH
- B. 35 MPH**
- C. 45 MPH
- D. 55 MPH

In a large urban area, trains must operate under tighter safety constraints where track infrastructure, signals, and street traffic create more potential interactions. HTUA stands for High-Traffic Urban Area, where the pace of operations is balanced with the need for quick stopping and precise control around crossings and busy yards. Because of these factors, a lower speed is set to reduce braking distances and reaction time requirements, enhancing safety while still allowing reasonable movement through dense zones. That's why the maximum through-HTUA speed is 35 mph. Higher speeds like 45 mph or 55 mph are typical outside HTUA in less congested mainline sections, while 25 mph would be reserved for highly restricted areas such as yards or terminal approaches. So, the maximum speed through HTUA in a large urban area is 35 mph.

2. A public crossing must not be blocked for longer than how many minutes?

- A. 5 minutes
- B. 10 minutes**
- C. 15 minutes
- D. 20 minutes

Roadway safety and traffic flow set the rule: a public crossing should not be blocked for more than ten minutes. This limit provides a practical window for a train to clear the crossing while preventing road users from being trapped for too long, which could create dangerous situations or block emergency access. If a crossing might exceed that window, the crew should coordinate with the dispatcher to minimize the hold time and, where possible, protect the crossing while arranging traffic control or alternate routing. The other time options would either be too short to realistically accommodate a typical train movement or would cause unnecessary and unsafe delays for road traffic.

3. Before shoving into or through a highway-rail grade crossing or pedestrian crossing, what must be true?

- A. Crossing gates are fully lowered
- B. A qualified employee is positioned at the crossing and is able to communicate with the train
- C. Either crossing gates are fully lowered or a qualified employee is at the crossing and can communicate**
- D. The engineer believes it is safe

Protection at highway-rail grade crossings relies on one of two protections being in place before moving through: the crossing gates fully lowered, or a qualified employee stationed at the crossing who can communicate with the train crew to verify it's safe to proceed. This dual requirement ensures there's a clear, verifiable signal that the crossing is protected for vehicles and pedestrians, and that the train crew has direct confirmation before entering the crossing. Relying on the engineer's belief alone does not provide the necessary safety guarantee, and having only one form of protection (gates or a person) without the other can leave the crossing inadequately protected in some situations.

4. How long is a Track Authority in effect?

- A. Until a crew member reports that the train has cleared the limits and the authority is made void
- B. Until the RTC issues a new authority
- C. For a fixed duration of 2 hours
- D. Until the next scheduled stop

Track Authority is a temporary permission to occupy a defined section of track that remains in effect as long as the train is within the authorized limits. It is cancelled when the train has cleared those limits, which is typically confirmed by the crew reporting clearance and the authority being made void. This ensures that occupancy is clearly ended before another movement can be authorized, preventing conflicts with other trains or movements. That's why the best choice is that the authority lasts until the crew reports that the train has cleared the limits and the authority is void. It isn't a fixed time (like two hours), nor does it wait for a new authority to be issued by the RTC, and it isn't tied to the next scheduled stop.

5. Which option correctly states the identification required for trains and engines?

- A. Engine type and serial
- B. Train name and road number
- C. Initials and route
- D. Initial and number of the engine

Locomotive identification relies on the railroad's initials (the reporting mark) and the engine's road number. The initials show which railway owns or operates the locomotive, while the number uniquely identifies that specific unit within that railroad's fleet. This pairing provides a single, unambiguous reference across the network for dispatching, maintenance records, and safety communications. Other schemes, like engine type and serial or train name with a number, don't offer the same nationwide uniqueness or practical use in daily operations. So the standard identification used for trains and engines is the initial and number of the engine.

6. What must the engineer verify before resuming, if a stop is made before a shoving movement is complete?

- A. The radios are functioning
- B. The crew is rested
- C. Point protection is still being provided.
- D. The track is clear

The key safety check is that point protection remains in place when a shove is stopped and then resumed. In shoving moves, switches along the intended route must be protected so the locomotive and cars won't be steered onto an incorrect track or collide with other traffic. If the stop interrupts the movement, you must verify that those switches are still protected and properly set for the planned route before continuing. Radios working, the crew being rested, or the track being clear are important factors in overall operation, but they don't guarantee the route remains safeguarded for the resume move. Point protection ensures the path is locked for the shoving operation and prevents undesired routing or conflicts.

7. A Track Authority in CTC Territory includes the instruction Switch No (SW-N) at the entrance point of the limits. What further authority do you require to enter the limits?

- A. Verbal authority from the control operator to enter the limits**
- B. No further authority
- C. Written permission
- D. A flag signal

In CTC territory, moving into a defined limits requires explicit entry authorization from the control operator, not just the route indication. Even though the instruction about Switch No (SW-N) shows the route is prepared at the entrance, you still need verbal clearance from the control operator to enter the limits. This verbal permission confirms that the dispatcher has verified the block ahead is clear and that your movement is authorized to proceed, coordinating with other potential movements. Verbal authorization is the standard method for entering a controlled block because it provides a direct, real-time confirmation from the person managing the movement plan. Written permission isn't used for routine entry in this context, and flag signals aren't relied on in modern CTC operations. The SW-N instruction sets up the route, but the entry authority comes from the control operator's verbal instruction.

8. If the heat stick does not melt after testing the indicated axle, what does this indicate?

- A. Not overheated and not defective**
- B. The axle is malfunctioning
- C. Heat stick faulty
- D. Inspect all adjacent axles

Heat sticks show overheating by melting when an axle bearing gets too hot. If the stick does not melt after testing the indicated axle, it means the axle did not reach the melting temperature, so there was no overheating. Assuming the heat stick is in good condition and used correctly, this indicates the axle is not overheated and is not defective. If there were doubt about the heat stick itself, you would replace it and re-test, but the observed result points to normal, non-overheating condition. The other options don't fit because there's no evidence of an axle malfunction, a faulty heat stick, or a need to inspect adjacent axles based solely on a non-melting stick.

9. Which choice accurately reflects the required identification for trains and engines?

- A. Engine type and horsepower
- B. Initial and number of the engine**
- C. Train name and road number
- D. Crew initials and run number

The key idea is that trains and engines are identified by the railroad's initials plus the engine's number. This combination—often written as a reporting mark (the letters for the railroad) followed by the locomotive's number—uniquely identifies a specific locomotive within the network. For example, CN 1010 clearly points to a particular CN locomotive, regardless of its other characteristics. Engine type and horsepower describe what the engine can do, not which engine it is. A train name with a road number isn't the standard universal identifier for the locomotive across the system. Crew initials and run number relate to the crew or assigned run, not to the locomotive's official identification.

10. Under Lifebook T-6, when may employees ride the platform of a tank car?

- A. Only if supervised
- B. When it's the trailing platform on the trailing car of the cut and they are pulling the track out**
- C. On any platform at any time
- D. Only on the leading platform on the leading car

The situation being tested is about when it's allowed to ride the platform on a tank car under Lifebook T-6. The safety rule here is that riding on the exterior of equipment is tightly restricted and only permitted for a very specific operation. Why this option is the best: riding on the trailing platform of the trailing car of the cut, and only while the crew is pulling the track out, places you in a position that minimizes exposure to hazards. From the trailing end, you can monitor the work from behind, stay out of the path of the moving track being removed, and keep clear of the leading car's end where shifting or unexpected movements are more risky. This setup also helps maintain communication with the locomotive crew and other crew members while keeping you shielded from the active work area. In other contexts—on the leading platform, on any platform, or without a specific controlled operation—the risks are higher and the rule generally prohibits riding. That's why the trailing-end, trailing-car scenario during track removal is the defined, permitted exception.

SAMPLE

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://cnrailroad.examzify.com>

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

SAMPLE