# CSX Conductor Test 2 Practice (Sample)

## Study Guide


**Everything you need from our exam experts!**

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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.**

# 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

**1. If a Tempilstik is not available, you may test a hot bearing by which method?**

**A. Carefully pass your hand near the bearing without touching it.**

**B. Touch the bearing with bare skin to feel heat.**

**C. Measure with a thermometer at the bearing surface.**

**D. Shake the bearing to feel heat.**

**2. Which sequence correctly represents arming two-way telemetry?**

**A. Enter the EOT ID into the head-of-train device, then press the TEST button on the EOT.**

**B. Press the TEST button on the EOT, then enter the EOT ID.**

**C. Enter the EOT ID into the head-of-train device only.**

**D. Power cycle all devices.**

**3. On non-signaled sidings, the speed must not exceed which value?**

**A. 25 MPH**

**B. 15 MPH**

**C. 10 MPH**

**D. 5 MPH**

**4. Under restricted speed, what is the maximum speed until the entire movement clears turnouts, crossovers, and power-operated switches?**

**A. 15 MPH.**

**B. 20 MPH.**

**C. 25 MPH.**

**D. 30 MPH.**

**5. A single locomotive consist without cars attached must not exceed which speed?**

**A. 15 MPH**

**B. 25 MPH**

**C. 30 MPH**

**D. 45 MPH**

**6. As a train passes over a defect detector or by a clearance detector you must:**

**A. Listen for an alarm, which will sound if a defect is detected.**

**B. Stop immediately.**

**C. Notify the dispatcher.**

**D. Do nothing.**

**7. What is the minimum percentage of cars with operative air brakes in a train that is enroute?**

**A. 85%**

**B. 75%**

**C. 90%**

**D. 80%**

**8. When the air brake fails the retest, you may move the car to the next point where it can be repaired only after:**

**A. Being moved to the next repair facility directly.**

**B. Being tagged at an intermediate location and brakes have been cut-out.**

**C. Being replaced with a spare car before moving.**

**D. Being moved to the final destination for repair.**

**9. When more than one main track is in service, what must be recorded on the Form EC-1?**

**A. Track number or name designated in authority.**

**B. The time of day.**

**C. The train's engine number.**

**D. The dispatcher's initials.**

**10. If a train stops on a controlled track, what is the initial radio announcement required?**

**A. Train has stopped.**

**B. The track is clear.**

**C. The dispatcher is notified.**

**D. Station arrival confirmed.**

# Answers

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

# Explanations

## 1. If a Tempilstik is not available, you may test a hot bearing by which method?

**A. Carefully pass your hand near the bearing without touching it.**

**B. Touch the bearing with bare skin to feel heat.**

**C. Measure with a thermometer at the bearing surface.**

**D. Shake the bearing to feel heat.**

**If a Tempilstik isn't available, you rely on a quick, noncontact way to judge temperature. Gently bring the back of your hand near the bearing to sense whether it feels unusually hot. This lets you determine if the bearing is overheated without touching it, reducing the risk of burns and avoiding contamination or damage to the bearing. It's a practical safety check you can perform in the field. Touching with bare skin can burn you and spread contaminants; using a thermometer at the surface isn't practical in the field and may require equipment you don't have; shaking the bearing won't give a reliable indication of temperature and could mislead or cause harm.**

## 2. Which sequence correctly represents arming two-way telemetry?

**A. Enter the EOT ID into the head-of-train device, then press the TEST button on the EOT.**

**B. Press the TEST button on the EOT, then enter the EOT ID.**

**C. Enter the EOT ID into the head-of-train device only.**

**D. Power cycle all devices.**

**Arming two-way telemetry works by first telling the head-of-train device which EOT you're talking to, then actually enabling the link from the EOT side. Entering the EOT ID into the head-of-train device identifies the specific End Of Train unit for communication. Only after this identification is the EOT ready to be armed, which is done by pressing the TEST button on the EOT itself. If you press TEST first, the EOT doesn't know which device to pair with, so the arming process may fail or not engage at all. Simply entering the ID without testing won't activate the telemetry link, and power cycling resets devices but doesn't complete the arming sequence.**

## 3. On non-signaled sidings, the speed must not exceed which value?

**A. 25 MPH**

**B. 15 MPH**

**C. 10 MPH**

**D. 5 MPH**

**The key idea is that on tracks without signals, you must operate at a speed that allows you to stop within the distance you can observe and react, since you have no signaling to tell you when a block is occupied. The standard limit for non-signaled sidings is 25 mph, which provides a safe balance between efficient movement and control around switches and potential obstructions. Faster speeds would risk a collision or derailment if an opposing train or obstacle appears, while much slower speeds (like 15, 10, or 5 mph) are generally reserved for certain yard or restricted-area situations rather than the main non-signaled siding itself.**

## 4. Under restricted speed, what is the maximum speed until the entire movement clears turnouts, crossovers, and power-operated switches?

**A. 15 MPH.**

**B. 20 MPH.**

**C. 25 MPH.**

**D. 30 MPH.**

**Restricted speed means you must be able to stop within the distance you can see and be prepared to stop short of any obstruction. Near turnouts, crossovers, and power-operated switches, conditions can change quickly because a switch could be misaligned or moving, so you need extra braking distance and reaction time. That safety margin is why the movement is limited to 15 mph until you are completely clear of all those devices. Once you're past them, you can proceed at the speed permitted for the current block or signal.**

## 5. A single locomotive consist without cars attached must not exceed which speed?

**A. 15 MPH**

**B. 25 MPH**

**C. 30 MPH**

**D. 45 MPH**

**Moving a single locomotive without cars attached is treated as a light-engine operation where control and stopping distance are the main concerns. The rule sets a practical ceiling of thirty miles per hour to ensure you can react to signals, occupy switches safely, and stop in a reasonable distance if something unexpected appears on the track. Without a train behind it, the locomotive's braking and stability require a conservative limit, so forty-five miles per hour would be unsafe, while fifteen or twenty-five miles per hour would either hamper efficiency or still not match the standard safety margin in typical yard and road movements. Thirty miles per hour strikes the right balance, keeping operations efficient while maintaining adequate safety margins.**

## 6. As a train passes over a defect detector or by a clearance detector you must:

**A. Listen for an alarm, which will sound if a defect is detected.**

**B. Stop immediately.**

**C. Notify the dispatcher.**

**D. Do nothing.**

**Defect and clearance detectors are installed along the tracks to warn the locomotive crew when there's a potential problem with the train or with track clearance. They work by sending an audible alert to the crew if a defect is detected, so you know to take action. The best practice is to listen for that alarm as you pass the detector. If you hear it, you follow the applicable procedures—slow down or stop as required and report the condition. The detectors themselves aren't something you can physically observe from the cab, and doing nothing or assuming everything is fine isn't safe, while simply stopping without a detected issue isn't the standard response.**

## 7. What is the minimum percentage of cars with operative air brakes in a train that is enroute?

**A. 85%**

**B. 75%**

**C. 90%**

**D. 80%**

**In motion, a train relies on most of its cars having working air brakes so the brake system can respond uniformly and stop safely. The standard requires eighty-five percent of the cars to have operative air brakes. That level provides enough braking mass across the train so the brake pipe pressure can be applied consistently and the train can decelerate predictably. If fewer cars had functioning brakes, braking would be uneven and stopping distance could increase, creating safety risks for the train and following traffic. The other percentages don't align with this safety threshold: ones lower than eighty-five percent would permit too many inoperative cars, and one higher percentage is more restrictive than necessary for typical operation.**

## 8. When the air brake fails the retest, you may move the car to the next point where it can be repaired only after:

**A. Being moved to the next repair facility directly.**

**B. Being tagged at an intermediate location and brakes have been cut-out.**

**C. Being replaced with a spare car before moving.**

**D. Being moved to the final destination for repair.**

**When a railcar's air brake fails the retest, it means the brake system is out of service and must be treated as defective. Before it can be moved to a repair point, the car must be tagged at its current location to warn crew that it is not fit for regular service, and the brakes must be cut out to isolate the braking equipment from the train line. This prevents any unintended brake activation or air leakage during movement and protects crew and equipment. With the brakes cut out and a tag in place, the car can be moved to the next repair point for fixes. Moving directly without tagging would obscure the defect, using a spare car doesn't address the faulty car, and sending it to the final destination without proper tagging and brake isolation isn't appropriate.**

## 9. When more than one main track is in service, what must be recorded on the Form EC-1?

**A. Track number or name designated in authority.**

**B. The time of day.**

**C. The train's engine number.**

**D. The dispatcher's initials.**

**The main idea is that when more than one main track is in service, the Form EC-1 must specify exactly which track is authorized. This is done by recording the track number or name designated in the authority. Clearly identifying the track under authority ensures everyone knows where movements are permitted and prevents trains from entering the wrong main track. Other details like time of day, engine number, or dispatcher's initials don't identify which main track is authorized, so they aren't the required information for this purpose.**

## 10. If a train stops on a controlled track, what is the initial radio announcement required?

**A. Train has stopped.**

**B. The track is clear.**

**C. The dispatcher is notified.**

**D. Station arrival confirmed.**

**When a train stops on a controlled track, the first radio message should plainly report the stop to establish occupancy and elicit the next steps from the dispatcher. Saying "Train has stopped" communicates the exact status immediately and lets the dispatcher know where the train is not moving, so they can manage signals, authority, and any required follow-up actions. The other options either imply a status that isn't yet confirmed (the track is clear), are redundant because notifying the dispatcher comes from reporting the stop, or don't apply to stopping on a controlled track (like confirming station arrival).**

# 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://csxconductor2.examzify.com**

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