

CSX CONDUCTOR TEST 2 PRACTICE (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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

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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

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- 1. 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.

- 2. Maximum authorized speed on excepted track is?**
 - A. 5 MPH
 - B. 10 MPH
 - C. 15 MPH
 - D. 20 MPH

- 3. Under which circumstances must airbrakes be cut out on a car?**
 - A. If the brake does not release when it should.
 - B. When the car must be moved with an overheated bearing.
 - C. Both A and B.
 - D. Neither A nor B.

- 4. Permanent track speeds are designated in special instructions that specify the authorized speed and what other element?**
 - A. Milepost limits of the speed.
 - B. Train Type.
 - C. Weather Conditions.
 - D. Brake Test Interval.

- 5. During the time a dual-controlled switch is in hand position, switching movements may pass signals that govern the switch indicating stop at what speed?**
 - A. Restricted speed without permission of the train dispatcher.
 - B. Restricted speed with permission of the train dispatcher.
 - C. Unrestricted speed.
 - D. 20 MPH.

- 6. A yard line may also be used to supply air to a train or block of cars that have already been tested.**
- A. True
 - B. False
 - C. Only in daylight
 - D. Only if additional testing is needed
- 7. When must Class I brake test be performed on the entire train?**
- A. Where the train is originally assembled.
 - B. When the train has been off of air more than 24 hours
 - C. When adding or removing more than one solid block of cars
 - D. During routine maintenance only
- 8. Signal Indication is defined as which of the following?**
- A. The appearance of a fixed signal as viewed from the direction of an approaching train.
 - B. The speed shown by the sign.
 - C. The information conveyed by the aspect of a signal.
 - D. The track circuit status.
- 9. An Intermediate Signal is best described as which of the following?**
- A. A fixed signal with a green lamp
 - B. A block signal equipped with a number plate, a G marker, or a P marker that conveys Restricted Proceed as the most restrictive aspect
 - C. A distant signal with a white light
 - D. A turnout position indicator
- 10. Readouts displayed by the EOT and HTD must not differ by more than how many PSI to meet two-way requirements?**
- A. Three PSI.
 - B. One PSI.
 - C. Five PSI.
 - D. Ten PSI.

Answers

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

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Explanations

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1. 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).

2. Maximum authorized speed on excepted track is?

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

Excepted track is a work zone condition where operations are restricted to a very low speed to protect crews and equipment. The standard maximum authorized speed there is ten miles per hour. This small speed margin gives the engineer time to observe workers and flaggers, react to any obstructions, and stop safely if needed, since the track and surroundings may not be in normal service. Speeds like five miles per hour would also be safe but are not the typical maximum; speeds higher than ten miles per hour are not allowed on excepted track unless a specific sign or authority directs otherwise. So the ten mph limit is the usual rule.

3. Under which circumstances must airbrakes be cut out on a car?

- A. If the brake does not release when it should.
- B. When the car must be moved with an overheated bearing.
- C. Both A and B.**
- D. Neither A nor B.

When a car's airbrake system cannot be relied on for safe movement, you must isolate it from the train's braking system by cutting out the air brakes. This ensures the brake control on that car won't interfere with moving the train or cause a dangerous situation. Two common circumstances call for this: first, if the brake on the car does not release when it should, the car would stay braked and resist movement or create a hazardous brake on a rolling train. Cutting out the air brakes frees the car so it can be moved under the locomotive's control. Second, if the car must be moved with an overheated bearing, the braking system on that car could complicate or worsen the risk to the bearing and wheelset. Cutting out the air brakes removes that car from train braking, allowing safe movement while the issue is addressed. So, both situations call for cutting out the air brakes on the car. If you don't cut out in these cases, you risk a stuck brake, possible derailment, or damage from trying to move a car with unsafe braking or a hot bearing.

4. Permanent track speeds are designated in special instructions that specify the authorized speed and what other element?

A. Milepost limits of the speed.

B. Train Type.

C. Weather Conditions.

D. Brake Test Interval.

Permanent track speeds are tied to a specific segment of track defined by mileposts. The Special Instructions list the allowed speed and the milepost limits that mark where that speed applies. So the speed is valid only between those two mileposts; outside that stretch, a different speed applies. Weather, train type, or brake-test intervals don't define the boundary of the speed, they may influence how you operate, but the milepost limits are what locate the authorized speed. For example, you might have 60 mph between mileposts 200.0 and 205.2—within that range you must not exceed 60 mph, and outside it you follow the applicable other speed.

5. During the time a dual-controlled switch is in hand position, switching movements may pass signals that govern the switch indicating stop at what speed?

A. Restricted speed without permission of the train dispatcher.

B. Restricted speed with permission of the train dispatcher.

C. Unrestricted speed.

D. 20 MPH.

When a dual-controlled switch is in hand position, local control is active at the switch. The movement of that switch is being guided by the person operating the switch, not by the interlocking's automatic protections. In this mode, a switching movement may pass signals that govern the switch indicating stop, but it must do so at restricted speed. This allows the operator to safely position the switch and stop if anything is not lined up correctly, without needing separate dispatcher permission for that specific movement. Unrestricted speed or requiring dispatcher permission would not fit the safety setup for a hand-controlled switch, and a fixed value like 20 MPH isn't the rule here.

6. A yard line may also be used to supply air to a train or block of cars that have already been tested.

A. True

B. False

C. Only in daylight

D. Only if additional testing is needed

Yard air is an auxiliary source of compressed air used in the yard to charge and maintain a train's brake system while cars are being moved or reconfigured. It can be connected to a train or a block of cars that have already been tested to repressurize the brake pipes, hold or release brakes, and allow safe movement within the yard without depending on the locomotive's air system. This is why the statement is true: you use the yard line whenever air pressure is needed in the yard, not just during daylight or only for extra testing.

7. When must Class I brake test be performed on the entire train?

- A. Where the train is originally assembled.
- B. When the train has been off of air more than 24 hours
- C. When adding or removing more than one solid block of cars
- D. During routine maintenance only

The main idea here is that a full brake test on the entire train is done at the moment the train is first assembled to establish a known, safe baseline for the brake system across every car. By testing the complete consist, you confirm that the brake pipe can be charged properly from head to tail, that there are no leaks, and that all brakes respond in a coordinated way under service and emergency conditions. This ensures the train can move with predictable, reliable braking from the origin forward. This is the best answer because it addresses the situation where all cars are joined into one train for the first time and the system needs to be validated as a whole rather than just in parts. Other scenarios involve different procedures focused on the segments changed or on routine checks, rather than establishing a full, initial baseline across the entire consist.

8. Signal Indication is defined as which of the following?

- A. The appearance of a fixed signal as viewed from the direction of an approaching train.
- B. The speed shown by the sign.
- C. The information conveyed by the aspect of a signal.
- D. The track circuit status.

Signal indication is the information conveyed by the aspect of a signal. In railroad signaling, the aspect—the visible color or light pattern—tells the train crew what action is allowed: stop, proceed, or proceed with caution (often with speed restrictions ahead). It's not just how the signal looks physically, nor is it the speed sign itself, nor the track circuit status. The appearance of the signal is just the medium, while the indication is the actionable instruction you glean from that appearance.

9. An Intermediate Signal is best described as which of the following?

- A. A fixed signal with a green lamp
- B. A block signal equipped with a number plate, a G marker, or a P marker that conveys Restricted Proceed as the most restrictive aspect
- C. A distant signal with a white light
- D. A turnout position indicator

An intermediate signal is a block signal placed inside a block that carries extra identifying markers to show a specific restricted aspect. The number plate, G marker, or P marker on such a signal indicates that the aspect shown is Restricted Proceed—the most restrictive movement allowed within that block. This alerts the engineer to proceed with caution and at a reduced speed, being prepared to stop at the next signal if the block ahead isn't clear. This isn't simply a fixed green lamp, which would be a basic main signal, nor a distant signal with a white light, which serves a different purpose about the following block. It also isn't a turnout position indicator, which shows where a turnout is set rather than the signal's movement authority.

10. Readouts displayed by the EOT and HTD must not differ by more than how many PSI to meet two-way requirements?

A. Three PSI.

B. One PSI.

C. Five PSI.

D. Ten PSI.

The readouts from the End of Train device and the Hand Throttle Device must stay within a small tolerance to ensure both devices are reporting the same brake status. The limit is three PSI, which accounts for normal variations in sensor accuracy, transmission, and slight timing differences when brakes are applied or released. Keeping differences within this 3 PSI range helps prevent misinterpretation of brake conditions and ensures reliable two-way communication. A difference of one PSI is typically too strict for practical operation, while five or ten PSI would allow larger discrepancies that could hide real changes in brake status and create safety risks.

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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://csxconductor2.examzify.com>

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

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