

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

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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THE FULL VERSION STUDY GUIDE**

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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. Which Form D line authorizes occupancy of DCS territory outside yard limits?**
 - A. Line 4
 - B. Line 1
 - C. Line 5
 - D. Line 2

- 2. What should you do when a switch is moved by the crew on a main line?**
 - A. Ignore the switch.
 - B. Confirm the new switch position, verify route alignment, and ensure necessary protection.
 - C. Notify passengers.
 - D. Back up and re-check later.

- 3. What action should you take in response to a dispatcher's position report?**
 - A. Interpret the report and proceed automatically.
 - B. Provide your location, direction, and status as soon as practicable and clearly.
 - C. Ignore the report if it seems obvious.
 - D. Acknowledge receipt without moving.

- 4. Before performing work on a track, what must be ensured to protect trains?**
 - A. Protection against trains in both directions has been provided in ABS, DCS, or Interlockings
 - B. Only a single-direction protection is required
 - C. No protection needed if work is minor
 - D. Protection is the responsibility of the crew performing the work

- 5. If signaling devices are inoperative and you do not have direct dispatcher authorization, which action is required?**
 - A. Proceed at reduced speed and continue.
 - B. Wait for a supervisor to make a decision.
 - C. Follow fixed instructions or obtain direct authorization from the dispatcher for normal movement.
 - D. Ignore the outage and carry on.

- 6. What is the minimum frequency for examination classes as directed by the proper authority?**
- A. Once every three calendar years
 - B. Upon request
 - C. Once a year
 - D. Once every two years
- 7. 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
- 8. If any hours of service violation occurs, which department should receive a photocopy of the report?**
- A. Engineering
 - B. Rules Department
 - C. Human Resources
 - D. Safety
- 9. What must you do if you observe an unauthorized person on or near the track?**
- A. Stop the movement and notify the appropriate authorities or dispatcher immediately.
 - B. Confront the person yourself.
 - C. Ignore and continue.
 - D. Only inform the supervisor later.
- 10. Trains must not make unscheduled stops to receive or discharge passengers or employees without:**
- A. Authorization from the Dispatcher
 - B. A written permit from the station master
 - C. A safety briefing
 - D. Completion of maintenance check

Answers

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

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Explanations

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1. Which Form D line authorizes occupancy of DCS territory outside yard limits?

- A. Line 4
- B. Line 1
- C. Line 5
- D. Line 2**

Form D is the document used to authorize a train or crew to occupy specific track territory under NORAC, with each line on the form tied to a particular occupancy situation. When the need is to operate in DCS territory outside yard limits, you must use the line on Form D that is specifically designated for occupancy beyond yard boundaries in DCS territory. That line provides the authority to enter and move through that outside-yard area under the rules that apply to DCS territory, including any protections or restrictions listed there. Other lines on Form D cover occupancy inside yard limits or other scenarios that do not authorize leaving the yard, so they would not correctly authorize the requested movement.

2. What should you do when a switch is moved by the crew on a main line?

- A. Ignore the switch.
- B. Confirm the new switch position, verify route alignment, and ensure necessary protection.**
- C. Notify passengers.
- D. Back up and re-check later.

When a switch on the main line is moved, you must first verify exactly where the switch is now set, then confirm that the route ahead is aligned as intended, and ensure the proper protection is in place before any train proceeds. Verifying the switch position means checking the physical indicator or switch stand to see which track the turnout directs you to. Verifying route alignment means checking that the signals, switch position, and any written authority all agree on the correct path, so the train isn't routed onto an incorrect or unsafe track. Ensuring protection involves arranging the necessary safeguards—communication with the dispatcher or crew, and any required blocking, signaling, or other protective measures—to prevent conflicting movements and protect the route. This sequence is essential because a moved switch can change the train's path and introduce hazards if the route isn't confirmed and safeguarded. Ignoring the change, delaying protection, or taking the action for passengers is unsafe and inappropriate.

3. What action should you take in response to a dispatcher's position report?

- A. Interpret the report and proceed automatically.
- B. Provide your location, direction, and status as soon as practicable and clearly.**
- C. Ignore the report if it seems obvious.
- D. Acknowledge receipt without moving.

When the dispatcher issues a position report, you respond by giving your own location, direction, and status promptly and clearly. This keeps the dispatcher informed of exactly where you are, which way you're moving, and what you're doing (for example, moving, stopped, switching, or on a restricted movement). Providing this information as soon as practicable ensures the dispatcher can maintain an accurate, real-time picture of train movements and coordinate safe, efficient operations. Interpreting the report and proceeding automatically isn't appropriate because you may be operating under a specific instruction or authority the dispatcher needs to confirm. Simply acknowledging receipt without sharing your position leaves the dispatcher without crucial situational details. And ignoring the report if it seems obvious is unsafe and undermines coordinated control. The key is to convey precise location, direction, and status in a timely, unambiguous way.

4. Before performing work on a track, what must be ensured to protect trains?

- A. Protection against trains in both directions has been provided in ABS, DCS, or Interlockings**
- B. Only a single-direction protection is required
- C. No protection needed if work is minor
- D. Protection is the responsibility of the crew performing the work

Before doing work on the track, trains must be prevented from entering the work area from either direction. This protection is provided by the signaling systems in place on the line—ABS (Automatic Block Signals), DCS, or an interlocking. These systems establish safe limits and control signals so trains cannot proceed into the work zone while workers are present. One-direction protection won't suffice because a train could approach from the other end, and there would be no guarantee of warning. Minor tasks still require this protection, and while the supervisor or person in charge coordinates it, the essential requirement is that protection against trains in both directions is in place.

5. If signaling devices are inoperative and you do not have direct dispatcher authorization, which action is required?

- A. Proceed at reduced speed and continue.
- B. Wait for a supervisor to make a decision.
- C. Follow fixed instructions or obtain direct authorization from the dispatcher for normal movement.**
- D. Ignore the outage and carry on.

When signaling devices are inoperative, movement must be controlled by direct dispatcher authorization or by following fixed instructions that are published for the outage. Without dispatcher authorization, you cannot move as if the signals were guiding you; you need explicit permission or the pre-determined instructions to proceed for normal movement. This ensures everyone on the route understands the plan and safety steps under outage conditions. Proceeded at reduced speed without authorization isn't allowed because it doesn't provide the required dispatcher approval or the published guidance for the outage. Waiting for a supervisor isn't the correct channel, since the dispatcher is the authority for train movements when signals are down. Ignoring the outage and continuing would create a dangerous situation and violates the procedure designed for inoperative signaling.

6. What is the minimum frequency for examination classes as directed by the proper authority?

- A. Once every three calendar years**
- B. Upon request
- C. Once a year
- D. Once every two years

The requirement focuses on how often examination classes must be held, as dictated by the proper authority. The least frequent cadence allowed is once every three calendar years. This means you must conduct an examination class at least once within any three-year span; going longer than three years without one would be outside the mandated minimum. This cadence provides a predictable, safety-minded interval for refresher training while not imposing more frequent timing than necessary. Options like once a year or once every two years are more frequent than the minimum required, and "upon request" doesn't establish a fixed schedule, which could lead to gaps.

7. 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.

8. If any hours of service violation occurs, which department should receive a photocopy of the report?

- A. Engineering
- B. Rules Department**
- C. Human Resources
- D. Safety

Hours of service violations fall under operating-rule enforcement and need to be tracked where rule compliance is managed. The department responsible for monitoring adherence to the rules and maintaining records of violations and corrective actions is the one that should receive a photocopy of the report. The Rules Department handles this kind of documentation, investigations, and follow-up. Engineering deals with equipment and infrastructure, Human Resources with personnel matters, and Safety focuses on accidents and hazard investigations. None of them are the designated repository for hours-of-service rule violations, so routing the photocopy to the Rules Department ensures proper oversight and proper recordkeeping for compliance and training purposes.

9. What must you do if you observe an unauthorized person on or near the track?

- A. Stop the movement and notify the appropriate authorities or dispatcher immediately.**
- B. Confront the person yourself.
- C. Ignore and continue.
- D. Only inform the supervisor later.

When you spot an unauthorized person on or near the track, safety priority is to stop the movement and notify the dispatcher or authorities immediately. Stopping prevents a possible collision or injury, and alerting the dispatcher ensures the situation is handled by trained personnel who can coordinate a safe response and clear the track. Confronting the person yourself can put you and them at risk, and ignoring or delaying reporting only increases the danger. Once notified, follow standard procedures and await instructions to proceed, ensuring the area is secured.

10. Trains must not make unscheduled stops to receive or discharge passengers or employees without:

- A. Authorization from the Dispatcher**
- B. A written permit from the station master
- C. A safety briefing
- D. Completion of maintenance check

Unscheduled stops to receive or discharge passengers or employees require coordination to keep train movements safe and on track. That coordination comes from the dispatcher, who can authorize the stop, ensure the correct block is protected, and notify other trains and crews as needed. Without dispatcher authorization, stopping could create conflicts with signals, track occupancy, or other trains. The other options don't fit because they don't provide the ongoing coordination and protection needed for a train to stop in an unscheduled location. A permit from the station master isn't how movement authorization is issued, safety briefings aren't approvals for stopping, and a maintenance check isn't related to authorizing passenger or employee transfers.

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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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