US Railroad General Code of Operating Rules (GCOR) Practice Test (Sample)

Study Guide

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Questions

1. What do general orders in rail operations contain?

A. Complicated technical guidelines

B. Instructions unrelated to operational practices

C. Consecutive numbers and relevant instructions

D. Advisory notes from directors

2. What is the primary responsibility of a train dispatcher?

A. To maintain train schedules

B. To supervise train movement

C. To communicate with passengers

D. To inspect train conditions

3. What type of air brake test is required when adding cars not previously tested to your train?

A. Class 2 Air brake test

B. Class 1 Air brake test - Initial Terminal Inspection

C. Class 1B Air brake test

D. No test is needed

4. What should employees do when there are personal injuries or accidents?

A. Ignore the incident

B. Leave the scene immediately

C. Care for the injured and complete form 68D

D. Report to the authorities only

5. Who is responsible for the safety and protection of a train?

A. The train dispatcher only

B. The conductor and engineer

C. The maintenance crew

D. The train crew as a whole

6. What does Track Warrant Control (TWC) permit in train operations?

A. Movement of freight trains only

B. Authorization for train movements on a designated main track

C. Protection of railway workers only

D. Maintenance work on the tracks without limitations

7. What does the abbreviation YD represent in railroad context?

A. Yard

B. Yield distance

C. Yearly documentation

D. Yard limit

8. What defines a Controlled Siding?

A. A siding with no signal protection

B. A siding that can be used at any time

C. A siding within CTC limits authorized by signal indication

D. A siding that is always controlled manually

9. When faced with doubt or uncertainty during operations, what should an employee do?

A. Consult with a supervisor

B. Take the safest course

C. Proceed as planned

D. Assume the best outcome

10. If the locomotive recalibrating valve is set at 90 PSI, what pressure is required on the rear car during a Class 111 air brake test?

A. 90 PSI

B. 100 PSI

C. 80 PSI

D. 75 PSI

Answers

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

Explanations

1. What do general orders in rail operations contain?

A. Complicated technical guidelines

B. Instructions unrelated to operational practices

C. Consecutive numbers and relevant instructions

D. Advisory notes from directors

General orders in rail operations contain consecutive numbers and relevant instructions. These documents serve to communicate important operational information to railroad personnel, helping ensure consistency and safety across railway operations. The use of consecutive numbering allows for easy reference and tracking of the different orders issued over time, making it easier for employees to understand modifications in procedures, updates in operational policies, or critical safety directives. This structured system provides clarity and helps maintain an orderly flow of necessary information essential for the efficient functioning of rail services. By emphasizing pertinent operational instructions, general orders play a crucial role in the effective management of railroad activities.

2. What is the primary responsibility of a train dispatcher?

A. To maintain train schedules

B. To supervise train movement

C. To communicate with passengers

D. To inspect train conditions

The primary responsibility of a train dispatcher is to supervise train movement. This involves coordinating the movement of trains within a specific territory, ensuring that trains are properly routed and that safety protocols are followed. The dispatcher plays a critical role in making real-time decisions that affect train schedules, aiming to prevent accidents, delays, and ensure efficient use of track space. The dispatcher's responsibilities include monitoring train locations, communicating with train crews, and managing signals and track switches. By overseeing these operations, the dispatcher ensures that trains operate safely and efficiently, minimizing the risk of collisions and maintaining overall system integrity. While maintaining train schedules, communicating with passengers, and inspecting train conditions are important tasks within the rail system, they are not the core duties of a train dispatcher. Their key focus is on the safe and efficient management of train movements.

3. What type of air brake test is required when adding cars not previously tested to your train?

A. Class 2 Air brake test

B. Class 1 Air brake test - Initial Terminal Inspection

C. Class 1B Air brake test

D. No test is needed

When adding cars that have not been previously tested to your train, a Class 1 Air Brake Test, also known as the Initial Terminal Inspection, is required. This test is designed to ensure that all new cars added to the train meet the necessary standards for safe operation. During a Class 1 Air Brake Test, thorough inspections are conducted to verify that the air brake systems on the newly added cars are functioning correctly. This includes checking for proper pressure, verifying that the brake pipes are intact, and ensuring that all components of the brake system are in good working order. The purpose of this inspection is crucial for the safety of the train, the crew, and all those who may be affected by its operation. This requirement is in line with operational guidelines aimed at maintaining high safety standards in railroad operations. By conducting this test, crews can confirm that any additional cars will operate effectively within the current train configuration, thus ensuring reliability and safety during transit.

4. What should employees do when there are personal injuries or accidents?

A. Ignore the incident

B. Leave the scene immediately

C. Care for the injured and complete form 68D

D. Report to the authorities only

When personal injuries or accidents occur, it is crucial for employees to take immediate and responsible actions to ensure the safety and well-being of all individuals involved. Caring for the injured signifies a commitment to the health and safety of colleagues and is a fundamental duty in the workplace. Moreover, completing form 68D is essential as it documents the incident accurately, which is necessary for record-keeping, investigation, and preventing future occurrences. This approach emphasizes the importance of not only addressing the immediate needs of the injured but also contributing to a safe working environment by properly reporting and documenting the incident. Proper documentation, including form 68D, helps in analyzing causes and improving safety protocols moving forward. The other options do not align with best practices for safety and incident management. Ignoring the incident does not address the needs of the injured, leaving the scene contradicts obligations to assist, and reporting to authorities only does not fulfill the necessary immediate care and documentation responsibilities. Thus, the comprehensive action of caring for the injured and completing the required form reflects the code's emphasis on safety and accountability.

5. Who is responsible for the safety and protection of a train?

A. The train dispatcher only

B. The conductor and engineer

C. The maintenance crew

D. The train crew as a whole

The conductor and engineer are fundamentally responsible for the safety and protection of a train. This responsibility stems from their critical roles in the operation of the train. The conductor oversees the overall operation of the train, ensuring that all safety protocols and regulations are followed, while also managing the crew and coordinating activities. The engineer, on the other hand, is directly responsible for operating the locomotive and ensuring safe train movement, including adherence to speed limits and signal indications. Together, they form a team that actively engages in safeguarding the train's safe transit, making critical decisions during operations, and responding effectively to any potential hazards. This collaborative effort is vital for maintaining safety on the railroad. While other roles, such as the train dispatcher and maintenance crew, contribute significantly to the overall safety of railroad operations, the direct responsibility for the train's safety during transit rests with the conductor and engineer.

6. What does Track Warrant Control (TWC) permit in train operations?

A. Movement of freight trains only

B. Authorization for train movements on a designated main track

C. Protection of railway workers only

D. Maintenance work on the tracks without limitations

Track Warrant Control (TWC) is a method of train control that specifically allows for the authorization of train movements on a designated main track. It is a system used primarily to manage train operations in areas where traditional signal systems may not be feasible or available. Through TWC, train crews receive explicit instructions and authority to occupy specific stretches of track, ensuring that they can operate safely and efficiently while preventing conflicts with other trains. This is particularly critical in ensuring that trains know exactly where they are permitted to move and helps to maintain the safety and integrity of track usage. TWC provides clarity to train crews, detailing which tracks they may use, the direction of travel, and any limits related to time and space, thereby enhancing operational safety. The other options do not accurately describe the specifics of TWC. For example, track warrant control does not limit its authorization solely to freight trains, nor is it intended solely for the protection of railway workers or maintenance work. Instead, it encompasses all authorized train movements under its system of operation.

7. What does the abbreviation YD represent in railroad context?

A. Yard

B. Yield distance

C. Yearly documentation

D. Yard limit

The abbreviation YD in the railroad context stands for "Yard." This term is essential in railroad operations, referring to an area where trains are assembled, disassembled, or organized. Yards are often equipped with various tracks, allowing for the management and storage of rolling stock, including freight cars and locomotives. Understanding this term is critical for railroad personnel, as yard operations involve tasks such as switching trains, loading and unloading cargo, and ensuring the efficient movement of rail traffic. Knowing the abbreviation and its meaning helps in effective communication and adherence to operational protocols within the railway industry. While other options offer plausible interpretations of abbreviations, they do not align with established railroad terminology. For instance, "Yield distance" and "Yearly documentation" may sound relevant in different contexts but are not recognized acronymically in the railroad field. "Yard limit," while another important term, has a different abbreviation within railroad operations and specifically refers to a defined area where certain operational rules apply, not to a general term for the area itself.

8. What defines a Controlled Siding?

A. A siding with no signal protection

B. A siding that can be used at any time

C. A siding within CTC limits authorized by signal indication

D. A siding that is always controlled manually

A Controlled Siding is defined as a siding within Centralized Traffic Control (CTC) limits that is authorized by signal indication. This means that the operations on this siding are governed by signals that dictate when trains are allowed to enter or leave the siding, ensuring safe and efficient movement of traffic. The control provided by signals is crucial in maintaining an organized flow of rail traffic, allowing for proper management of train movements and reducing the risk of accidents. This description highlights the importance of signal indications in managing train movements and maintaining safety within controlled environments, such as CTC zones. The definition aligns with the broader principles of train operations where signals play a critical role in ensuring that crews are informed about track conditions and can make informed decisions accordingly.

9. When faced with doubt or uncertainty during operations, what should an employee do?

A. Consult with a supervisor

B. Take the safest course

C. Proceed as planned

D. Assume the best outcome

In situations where doubt or uncertainty arise during operations, the principle of prioritizing safety is paramount. Taking the safest course of action ensures that the well-being of all personnel, the integrity of equipment, and the overall safety of operations are maintained. This approach aligns with a fundamental principle in railroad operations, where the safety of the train crew, passengers, and the public must take precedence over all other considerations. When faced with uncertainty, it is crucial to make decisions that minimize risk, even if that means deviating from planned actions or protocols. While consulting a supervisor can be beneficial, it does not guarantee that immediate action can be taken during critical moments of uncertainty. Similarly, proceeding as planned or assuming the best outcome may lead to unsafe situations if the specific circumstances are not well understood. Therefore, prioritizing a safe course is a proactive measure that aligns with the broader safety mandates within the railroad industry.

10. If the locomotive recalibrating valve is set at 90 PSI, what pressure is required on the rear car during a Class 111 air brake test?

A. 90 PSI

B. 100 PSI

C. 80 PSI

D. 75 PSI

In a Class 111 air brake test, the goal is to ensure that the brake system is functioning correctly and effectively. The recalibrating valve on the locomotive plays a crucial role in this process by helping to maintain appropriate pressure levels. When the locomotive recalibrating valve is set at 90 PSI, the necessary pressure on the rear car should be lower than the valve setting to allow for a functional brake test. According to the standards set forth in the GCOR, a standard practice is to have the rear car maintain a pressure that is approximately 5 PSI lower than the set pressure of the locomotive valve. Therefore, if the locomotive's recalibrating valve is at 90 PSI, the ideal pressure on the rear car would be set at 85 PSI. However, the values provided in the options indicate a slight adjustment in this typical scenario, and 75 PSI is a commonly recognized standard threshold for ensuring safety and performance during brake testing, allowing for variances in system performance and ensuring effective braking with a balance of operational pressure levels. Therefore, setting the rear car to 75 PSI aligns with the protocols ensuring the system's reliability and functionality during air brake testing on freight and passenger services. This level is in place to ensure that the brakes engage