

SUBCOURSE TR 638 RAIL OPERATIONS, DISPATCH LESSON2

1. 1. The TRS installs and maintains any radio facilities authorized for its use in a theater.

- A. TRUE
- B. FALSE

2. 2. Each employee engaged in train operation must possess a copy of the current employees' timetable

- A. TRUE
- B. FALSE

3. When the dispatcher uses the fleet operation method, it is true that: 3. Operations are being conducted on double track.

- A. TRUE
- B. FALSE

4. When the dispatcher uses the fleet operation method, it is true that: 4. Every train would be operating as an extra.

- A. TRUE
- B. FALSE

5. When the dispatcher uses the fleet operation method, it is true that: 5. Communication facilities would be operational.

- A. TRUE
- B. FALSE

6. When the dispatcher uses the fleet operation method, it is true that: 6. Its use is generally limited to a theater of operations

- A. TRUE
- B. FALSE

7. When the dispatcher uses the fleet operation method, it is true that: 7. The last train in a specified direction would run without train orders.

- A. TRUE
- B. FALSE

8. The train sheet is a written record that: 8. Shows at a glance how each train is faring.

- A. TRUE
- B. FALSE

9. The train sheet is a written record that: 9. Shows the OS time in such a way that the dispatcher can easily change meeting points.

- A. TRUE
- B. FALSE

10. The train sheet is a written record that: 10. Indicates the westbound trains in the columns to the right of the station call letters

- A. TRUE
- B. FALSE

11. The train sheet is a written record that: 11. Has the OS time of westbound trains reading from bottom to top.

- A. TRUE
- B. FALSE

12. The train sheet is a written record that: 12. Includes a column for weather entries from the various stations.

- A. TRUE
- B. FALSE

13. Basic problems of the dispatcher in getting trains over the road on schedule include: 13. Keeping extra trains rolling to prevent their stalling

- A. TRUE
- B. FALSE

14. Basic problems of the dispatcher in getting trains over the road on schedule include: 14. Keeping extra trains sidetracked as much as possible

- A. TRUE
- B. FALSE

15. Basic problems of the dispatcher in getting trains over the road on schedule include: 15. Preventing the delay of firstclass trains by extras

- A. TRUE
- B. FALSE

16. Basic problems of the dispatcher in getting trains over the road on schedule include: 16. Keeping extras moving fast when they are hauling expedite tonnage.

- A. TRUE
- B. FALSE

17. Basic problems of the dispatcher in getting trains over the road on schedule include: 17. Avoiding the necessity of pusher assistance from other engines

- A. TRUE
- B. FALSE

18. If a dispatcher were sending a train order over the wire, it would be permissible to interrupt him to:18. Ask if No. 6 will be displaying signals.

- A. TRUE
- B. FALSE

19. If a dispatcher were sending a train order over the wire, it would be permissible to interrupt him to:19. Ask the correct time if your watch had stopped.

- A. TRUE
- B. FALSE

20. If a dispatcher were sending a train order over the wire, it would be permissible to interrupt him to:20. Inquire if No. 4 were on time.

- A. TRUE
- B. FALSE

21. If a dispatcher were sending a train order over the wire, it would be permissible to interrupt him to: 21. Report a wreck.

- A. TRUE
- B. FALSE

22. If a dispatcher were sending a train order over the wire, it would be permissible to interrupt him to: 22. Report a condition that might affect the order he is sending.

- A. TRUE
- B. FALSE

23. Concerning the methods employed by the dispatcher in handling extra trains, it would be correct to state that:23. The crew of an extra is unaware of the presence of scheduled trains except through train orders.

- A. TRUE
- B. FALSE

24. Concerning the methods employed by the dispatcher in handling extra trains, it would be correct to state that: 24. The dispatcher determines the actual meeting point of two opposing trains in the first meet order.

- A. TRUE
- B. FALSE

25. Concerning the methods employed by the dispatcher in handling extra trains, it would be correct to state that: 25. Two extras in opposing directions generally average the same number of kilometers in a specified period of time

- A. TRUE
- B. FALSE

26. Concerning the methods employed by the dispatcher in handling extra trains, it would be correct to state that: 26. When a dispatcher permits extra trains to oppose each other, he gives both trains a meet order

- A. TRUE
- B. FALSE

27. Concerning the methods employed by the dispatcher in handling extra trains, it would be correct to state that: 27. A dispatcher does not simply run an extra trainhe creates it.

- A. TRUE
- B. FALSE

28. It is true of the employees' timetable that it: 28. Lists the locations of passing sidings and their capacities.

- A. TRUE
- B. FALSE

29. It is true of the employees' timetable that it: 29. May interpret some of the railroad's standard rules

- A. TRUE
- B. FALSE

30. It is true of the employees' timetable that it: 30. Lists company dentists and podiatrists

- A. TRUE
- B. FALSE

31. It is true of the employees' timetable that it: 31. Indicates reduced speed areas

- A. TRUE
- B. FALSE

32. It is true of the employees' timetable that it: 32. Seldom includes instructions on how to proceed in special situations

- A. TRUE
- B. FALSE

33. Regarding distributing cars in a theater of operations, it is true that: 33. The procedure is extremely different from that followed in peacetime.

- A. TRUE
- B. FALSE

34. Regarding distributing cars in a theater of operations, it is true that: 34. Adherence to boxcar classification is strictly enforced

- A. TRUE
- B. FALSE

35. Regarding distributing cars in a theater of operations, it is true that: 35. All cars must be unloaded immediately when received at forward points

- A. TRUE
- B. FALSE

36. Regarding distributing cars in a theater of operations, it is true that: 36. It is vital to keep all empty cars moving from front to rear areas for reloading.

- A. TRUE
- B. FALSE

37. Regarding distributing cars in a theater of operations, it is true that: 37. A surplus of empty cars usually exists.

- A. TRUE
- B. FALSE

38. Receives consists of trains moving toward his terminal.

- A. A. Chief dispatcher
- B. B. Assistant chief dispatcher.
- C. C. Car distributor.
- D. D. Train dispatcher
- E. E. Telegraph operator.

39. Must relieve a trick dispatcher in an emergency.

- A. A. Chief dispatcher
- B. B. Assistant chief dispatcher.
- C. C. Car distributor.
- D. D. Train dispatcher
- E. E. Telegraph operator.

40. Maintains train sheet

- A. A. Chief dispatcher
- B. B. Assistant chief dispatcher.
- C. C. Car distributor.
- D. D. Train dispatcher
- E. E. Telegraph operator.

41. Advises when trains of empties are to be moved.

- A. A. Chief dispatcher
- B. B. Assistant chief dispatcher.
- C. C. Car distributor.
- D. D. Train dispatcher
- E. E. Telegraph operator.

42. Is in charge of a division terminal's dispatching office.

- A. A. Chief dispatcher
- B. B. Assistant chief dispatcher.
- C. C. Car distributor.
- D. D. Train dispatcher
- E. E. Telegraph operator.

43. The three parts of a radiotelephone message are:

- A. A. The heading, text, and ending.
- B. B. The call sign of the station called, the proword THIS IS, and the call sign of the calling station.
- C. C. OVER, ROGER, and WILCO.
- D. D. The heading, the proword MESSAGE FOLLOWS, and the ending.

44. Procedure words may be described as those words or phrases used

- A. A. In the phonetic alphabet
- B. B. Exclusively in the heading of a radio message.
- C. C. As a substitute for one or more sentences in any part of a radio message
- D. D. Exclusively on the dispatcher's telephone circuit

45. Along with other members of the military services, the TRS uses _____ in radiotelephone transmission.

- A. A. International Morse Code.
- B. B. International Civil Aviation Organization phonetic alphabet and numerals.
- C. C. International Telephone and Telegraph phonetic code.
- D. D. Western Union's phonetic alphabet and numerals.

46. On the average railroad, in what way are empty cars handled? They:

- A. A. May be moved along the railroad in stages if moved toward a point where they will be loaded eventually.
- B. B. Are reported on a separate situation report when they have not been switched
- C. C. Are stored at one point and moved only as required for loading.
- D. D. Are requested by individual shippers on a form sent directly to the train dispatcher.

47. 47. If a crew sees a signal giving a "yellow block, " it should:

- A. A. Reduce speed to 5 kph.
- B. B. Stop for train orders
- C. C. Proceed, prepared to stop at next signal
- D. D. Expect a message to be delivered at the next station

48. SITUATION A railroad's employees' timetable is a ready source of information for its personnel. Appendix II of the reference text contains the employees' timetable for the Elwood division. 48. Elwood division's longest siding has a capacity of _____ cars

- A. 109
- B. 115
- C. 125
- D. 133

49. SITUATION A railroad's employees' timetable is a ready source of information for its personnel. Appendix II of the reference text contains the employees' timetable for the Elwood division. 49. According to the speed restrictions in the Elwood division timetable, the authorized speed when passing or meeting trains on opposing tracks is _____ kph.

- A. 25
- B. 35
- C. 40
- D. 50

50. SITUATION A railroad's employees' timetable is a ready source of information for its personnel. Appendix II of the reference text contains the employees' timetable for the Elwood division. 50. Siding capacity estimates in the Elwood division are based on trains having:

- A. A. 60 percent of 50foot cars and 40 percent of shorter cars.
- B. B. 80 percent of 40foot cars and 20 percent of longer cars.
- C. C. 82 percent of 50foot cars and 18 percent of shorter cars.
- D. D. 85 percent of 40foot cars and 15 percent of longer cars.