BNSF Maintenance of Way Operating Rules Practice Test (Sample)

Study Guide

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Questions

1. Who is responsible for maintaining a safe braking distance between on-track equipment?

A. The train conductor

B. The operator of on-track equipment

C. The maintenance supervisor

D. The train dispatcher

2. Who is responsible for ensuring that equipment does not occupy a track until authority is received?

A. The dispatcher

B. The employee in charge

C. Any crew member present

D. The onsite supervisor

3. What does the term MT refer to in railroad track operations?

A. Main Track

B. Maintenance Track

C. Minor Track

D. Mixed Train

4. What does a full railroad flagging kit consist of?

A. 1 red flag and 1 white light

B. 12 red fusees, 2 red flags, 2 white lights

C. 10 red flags and 5 white lights

D. 5 red fusees and 1 red flag

5. How far in advance must flagmen station themselves to protect on-track equipment or conditions?

A. At least one mile

B. At least the distance prescribed by instructions

C. At least half a mile

D. Immediately at the location

6. How is protection established when a track condition requires it, but no bulletin or warrant has been issued?

- **A. By following verbal instructions from the engineer**
- **B. By using on-track equipment**
- **C. By established protection as outlined in Rule 6.19 flag protection**
- **D. By notifying other train crews**

7. What constitutes an acceptable communication method for employees giving protection?

- **A. Using any device that can transmit messages**
- **B. A radio capable of transmitting and receiving**
- **C. Only written communication**
- **D. Only verbal communication**

8. How should flags be displayed in multiple main track territory?

- **A. On the same side as the main track**
- **B. On the field side of outside tracks**
- **C. Only on sidings**
- **D. They can be displayed anywhere**

9. What is the primary role of the train dispatcher in the context of OCS?

- **A. To manage train schedules only**
- **B. To grant authority for occupation of OCS limits**
- **C. To inspect train condition**
- **D. To coordinate maintenance personnel**

10. What type of documentation must be adhered to when managing train movements near track conditions?

- **A. General safety manuals**
- **B. Track bulletins and general orders**
- **C. Verbal agreements among crews**
- **D. Local operating procedures**

Answers

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

Explanations

1. Who is responsible for maintaining a safe braking distance between on-track equipment?

A. The train conductor

B. The operator of on-track equipment

C. The maintenance supervisor

D. The train dispatcher

The operator of on-track equipment is responsible for maintaining a safe braking distance. This responsibility is critical because the operator must be constantly aware of the surrounding environment and potential hazards while operating the equipment. Maintaining a safe braking distance helps to ensure that if an emergency situation arises, the operator can bring the equipment to a stop without colliding with other trains, vehicles, or obstacles on the track. This practice is essential for preventing accidents and ensuring the safety of both personnel and equipment on the railway. The role does not fall to the conductor or the dispatcher, as they may have different focus areas such as overall train operations and traffic management. The maintenance supervisor's responsibilities typically revolve around ensuring that the equipment is in good working condition rather than its operation in real-time scenarios. Therefore, the operator's direct involvement in the management of the equipment and its interaction with the track system underscores why they hold this responsibility for safe braking distances.

2. Who is responsible for ensuring that equipment does not occupy a track until authority is received?

A. The dispatcher

B. The employee in charge

C. Any crew member present

D. The onsite supervisor

The employee in charge is responsible for ensuring that equipment does not occupy a track until authority is received. This duty is critical for maintaining safety and operational efficiency within the railway. Before moving any equipment onto a track, it is essential for the individual in charge of that operation to receive proper clearance and authorization. This process helps prevent unauthorized entries onto the track, which could lead to accidents or delays. Having a single point of accountability—namely, the employee in charge—ensures that there is clear oversight and communication regarding track usage. This responsibility also aligns with safety protocols and operational guidelines that dictate how railway movements must be coordinated to avoid conflicts with trains or other maintenance activities. Other roles, such as the dispatcher or an onsite supervisor, may play vital parts in the overall process of managing track authority, but it is ultimately the employee in charge who must ensure that the necessary authority is obtained before any movement occurs. This clear delineation of responsibility is essential to uphold safety standards within the railway system.

3. What does the term MT refer to in railroad track operations?

A. Main Track

B. Maintenance Track

C. Minor Track

D. Mixed Train

The term MT refers to "Main Track" in railroad track operations. This designation is crucial because the Main Track is the primary route used for through freight and passenger services, where trains travel at higher speeds and with greater frequency. Understanding this term is essential for those working in maintenance of way operations as it directly affects safety, signaling, and train movements. The Main Track is typically subject to stringent monitoring and maintenance standards to ensure safety and efficiency in operations. While other terms such as Maintenance Track, Minor Track, or Mixed Train may relate to specific functions within railroad operations, they do not define the primary active route where trains run as the Main Track does. Each of these terms has its own context and is important for certain operational aspects, but none is as central to the fundamental structure of the railroad as the Main Track.

4. What does a full railroad flagging kit consist of?

A. 1 red flag and 1 white light

B. 12 red fusees, 2 red flags, 2 white lights

C. 10 red flags and 5 white lights

D. 5 red fusees and 1 red flag

A full railroad flagging kit is essential for ensuring safety during maintenance work on the railroad tracks. The correct kit consists of 12 red fusees, 2 red flags, and 2 white lights. This combination is designed to effectively communicate warnings and control movements in the vicinity of track work. Red flags are used to signal workers and trains of potential dangers, while fusees offer a visual warning that is crucial in low visibility situations. The inclusion of white lights serves to enhance visibility during nighttime or adverse weather conditions, further ensuring that all personnel and equipment are alerted to the presence of work areas or hazards. The dimensions of this kit are important for maintaining safety standards and ensuring that all necessary signaling devices are readily available for various situations that may arise during maintenance operations. The quantity and type of materials in the chosen correct answer align with safety regulations that govern railroad operations, underscoring the significance of having a comprehensive flagging kit.

5. How far in advance must flagmen station themselves to protect on-track equipment or conditions?

A. At least one mile

B. At least the distance prescribed by instructions

C. At least half a mile

D. Immediately at the location

The requirement for flagmen to station themselves to protect on-track equipment or conditions is determined specifically by instructions that are established for operating practices. This approach allows for flexibility and adaptability based on various factors such as track conditions, visibility, and the nature of the work being performed. By following the distance prescribed by instructions, crews can ensure that they are maintaining a safe working environment tailored to specific situations, which may not always fall into a standard distance like one mile or half a mile. This adherence to prescribed guidelines is essential for effective communication and operational safety within the maintenance of way context, allowing flagmen to provide adequate warning to oncoming train crews or other personnel regarding potential hazards or equipment in the work zone. This flexibility enhances safety since conditions can vary significantly from one location to another.

6. How is protection established when a track condition requires it, but no bulletin or warrant has been issued?

A. By following verbal instructions from the engineer

B. By using on-track equipment

C. By established protection as outlined in Rule 6.19 flag protection

D. By notifying other train crews

When a track condition necessitates protection but lacks an issued bulletin or warrant, it's essential to follow the guidelines for establishing protection outlined in Rule 6.19, which pertains to flag protection. This rule provides a structured approach to ensure safety on the tracks when work is being done or when a hazard is present. Flag protection involves designated individuals who are responsible for signaling to approaching trains to prevent possible accidents or hazards due to the track condition. This method formalizes the protection process, ensuring that all train crews are well-informed of the situation through established signals and procedures. The focus on using flag protection adheres to safety protocols that are essential for maintaining a safe working environment on the railroad, especially in scenarios where quick and effective communication is vital. Other options may not adequately address the need for formal protection. For instance, relying on verbal instructions lacks the formality and accountability required for safety. Using on-track equipment might not be relevant in every situation necessitating protection. Notifying other train crews is important, but without an established protection measure like flag protection, it doesn't provide the same level of safety assurance.

7. What constitutes an acceptable communication method for employees giving protection?

A. Using any device that can transmit messages

B. A radio capable of transmitting and receiving

C. Only written communication

D. Only verbal communication

An acceptable communication method for employees giving protection is a radio capable of transmitting and receiving because it allows for clear, immediate, and direct communication between employees. Radios are specifically designed for real-time interaction, which is crucial in situations that require coordinated efforts for safety and efficiency in maintenance of way operations. The ability to transmit and receive messages ensures that all parties are informed of ongoing activities and any necessary safety measures, reducing the risk of misunderstandings or accidents. While other methods of communication may have their uses, they do not provide the same level of immediacy and reliability needed in maintenance work. For example, using any device that can transmit messages may not guarantee the necessary clarity or promptness, while written communication could lead to delays in response time, and verbal communication alone may be insufficient in noisy environments or situations where multiple conversations occur simultaneously. Therefore, utilizing a radio equipped for both transmitting and receiving messages meets the specific operational requirements for effective and safe communication in the field.

8. How should flags be displayed in multiple main track territory?

A. On the same side as the main track

B. On the field side of outside tracks

C. Only on sidings

D. They can be displayed anywhere

Flags should be displayed on the field side of outside tracks in multiple main track territory to ensure visibility and safety. Displaying flags on the field side helps workers and passing trains clearly see the signal from a distance, which is crucial for effective communication regarding work zones or any hazards present. In multiple main track territory, there are often several tracks in close proximity, and proper flag placement can avert potential accidents. Flags placed inappropriately, such as alongside the same side as the main track or only in sidings, would not provide the necessary visibility to train crews who are required to react quickly to any warnings. Flags displayed anywhere other than the designated field side could create confusion or be obscured by trains or equipment, undermining the purpose of the flag as a safety signal.

9. What is the primary role of the train dispatcher in the context of OCS?

A. To manage train schedules only

B. To grant authority for occupation of OCS limits

C. To inspect train condition

D. To coordinate maintenance personnel

The primary role of the train dispatcher in the context of OCS (Occupational Control System) is to grant authority for the occupation of OCS limits. This function is crucial, as it ensures that only authorized personnel are allowed to enter specific work areas on the tracks, thereby maintaining safety and ensuring proper communication among train crews and maintenance personnel. The dispatcher is responsible for controlling traffic and managing the movement of trains in conjunction with maintenance activities, helping to prevent accidents and ensure that work is done safely and efficiently. This authority prevents conflicting movements and protects workers on or near the tracks, which is vital in maintaining a safe working environment. The other roles mentioned, such as managing train schedules, inspecting train conditions, or coordinating maintenance personnel, are important but do not capture the essence of the dispatcher's key responsibility within the OCS framework, which primarily revolves around safety and authorization. By granting or denying access to work limits, the dispatcher plays a pivotal role in operational safety and coordination.

10. What type of documentation must be adhered to when managing train movements near track conditions?

A. General safety manuals

B. Track bulletins and general orders

C. Verbal agreements among crews

D. Local operating procedures

The documentation that must be adhered to when managing train movements near track conditions is track bulletins and general orders. These specific documents provide critical information regarding track conditions, work zones, and any potential hazards that may affect train operations. Track bulletins contain real-time updates and instructions related to the track infrastructure, ensuring that personnel are aware of any ongoing maintenance activities or changes in operating procedures that could impact safety. By following track bulletins and general orders, crews can make informed decisions regarding train movements, minimizing risks associated with varying track conditions. This adherence to formal documentation is essential for maintaining safety standards and ensuring compliance with railroad regulations. Other forms of documentation or communication, such as general safety manuals, verbal agreements, and local operating procedures, may not provide the timely and specific information necessary for managing train movements effectively in proximity to track conditions.