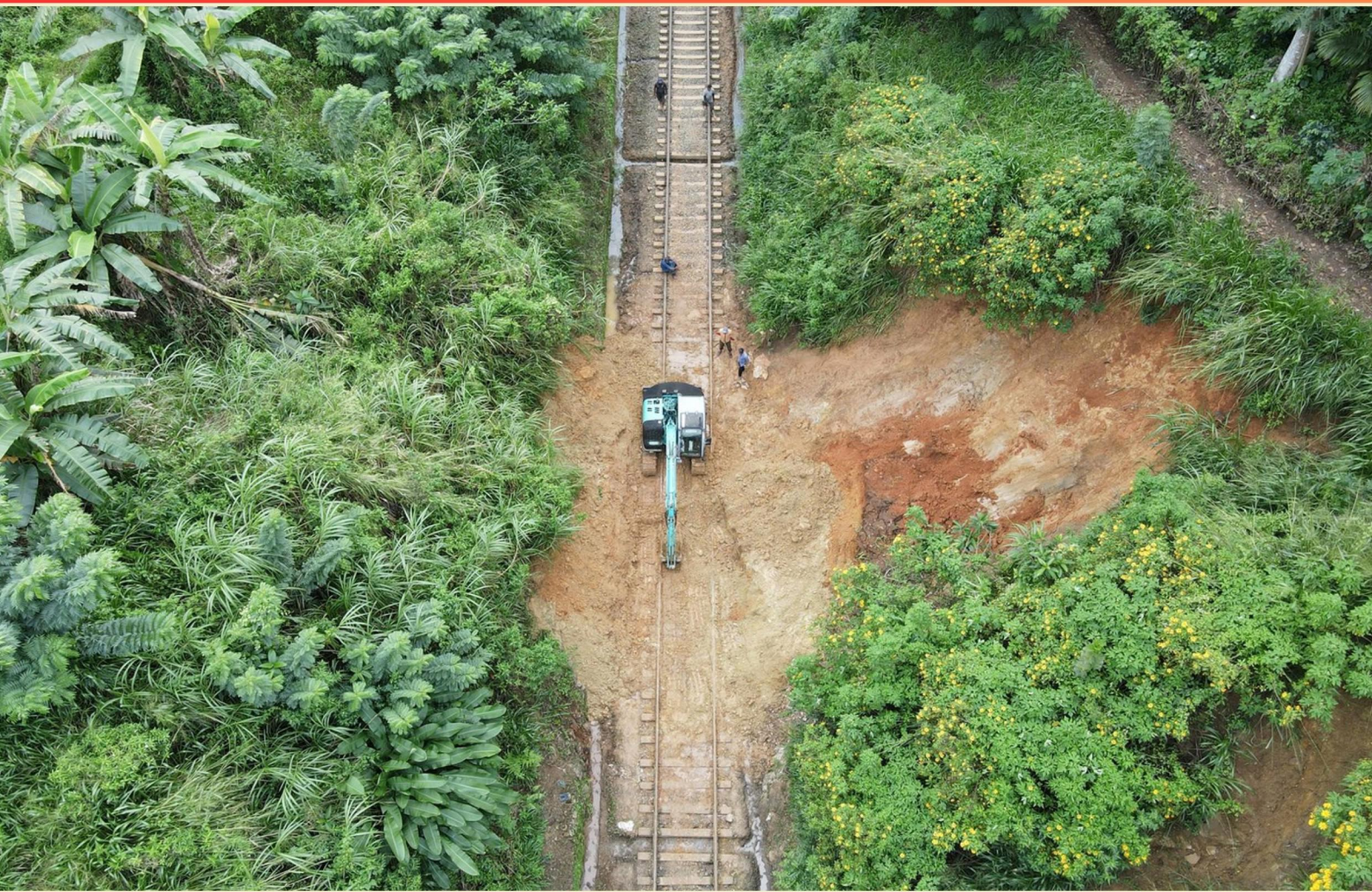


BNSF MAINTENANCE OF WAY OPERATING RULES PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

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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. How should track personnel ensure safety when they are not certain of track conditions?**
 - A. Assume the track is clear
 - B. Obtain a signal from passing vehicles
 - C. Conduct a visual inspection of the track
 - D. Wear safety gear without further checks
- 2. Emergency calls on the radio should start with which phrase?**
 - A. Attention, emergency
 - B. Mayday, mayday, mayday
 - C. Emergency, emergency, emergency
 - D. Help, help, help
- 3. Which flag should be removed first when multiple flags are displayed?**
 - A. The least restrictive flag
 - B. The most restrictive flag
 - C. Only the first flag placed
 - D. The flag closest to the track
- 4. What happens if an employee cannot clear OCS limits before time expires?**
 - A. The authority is voided immediately
 - B. The employee must exit the area rapidly
 - C. Authority is automatically extended until contact is established
 - D. The train dispatcher will send assistance
- 5. 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

- 6. What is represented by the acronym ESS in railroad terminology?**
- A. East Siding Switch
 - B. Emergency Signal System
 - C. Essential Safety Switch
 - D. East Side Signal
- 7. When can flagging against the current of traffic in double track be discontinued?**
- A. When there is no visibility
 - B. Only when the dispatcher advises no movements
 - C. When all workers are accounted for
 - D. Under no circumstances
- 8. What action is required if the rear of the train does not clear the restricted area?**
- A. Proceed at normal speed
 - B. Slow down immediately
 - C. Wait for clearance from the dispatcher
 - D. Maintain the track circuit until cleared
- 9. What must a transmitting employee say to indicate communication is complete and a response is expected?**
- A. End
 - B. Done
 - C. Over
 - D. Finished
- 10. When may a train only ignore a red signal?**
- A. When the signal turns green
 - B. When they have received other instructions
 - C. When allowed by the flagger
 - D. When there are no other signals present

Answers

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

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Explanations

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1. How should track personnel ensure safety when they are not certain of track conditions?

- A. Assume the track is clear
- B. Obtain a signal from passing vehicles
- C. Conduct a visual inspection of the track**
- D. Wear safety gear without further checks

The best answer is conducting a visual inspection of the track. This approach is critical because it allows personnel to assess the actual conditions of the track firsthand, rather than making assumptions or relying on external signals or equipment that may not accurately reflect the situation. Track conditions can include obstacles, track integrity issues, or other hazards that might not be obvious without a thorough inspection. By visually inspecting the track, personnel can identify any potential dangers before proceeding, thereby enhancing their safety and the safety of the team. This practice aligns with the essential safety protocols that encourage proactive measures in uncertain environments, ensuring that all necessary precautions are taken before working on or near the track.

2. Emergency calls on the radio should start with which phrase?

- A. Attention, emergency
- B. Mayday, mayday, mayday
- C. Emergency, emergency, emergency**
- D. Help, help, help

The phrase "Emergency, emergency, emergency" is the correct choice for initiating emergency calls on the radio because it is a standardized way to communicate a sense of urgency and to ensure that the call is taken seriously by all receiving parties. This repetition helps to cut through any background noise and grabs the attention of anyone listening in on the frequency, making it clear that the situation is critical and immediate attention is required. Using "Emergency, emergency, emergency" aligns with common communication protocols in emergency situations, ensuring that the message is delivered effectively and promptly. This phrase is recognized by responders and operators as a signal that urgent, potentially life-threatening circumstances need assistance, thus promoting a rapid response. In contrast, the other phrases, while they may convey urgency, do not carry the same standardized recognition in emergency radio communications. "Attention, emergency" could imply a less formal alert, while "Mayday" has specific maritime connotations and might not be universally understood in all contexts. "Help, help, help" is also not as widely accepted or clear in emergency protocol, thereby lacking the clarity established by the standardized emergency call.

3. Which flag should be removed first when multiple flags are displayed?

- A. The least restrictive flag
- B. The most restrictive flag**
- C. Only the first flag placed
- D. The flag closest to the track

When multiple flags are displayed, the most restrictive flag should be removed first. This is critical because the most restrictive flag indicates the highest level of caution or control required for safe operations in the vicinity. By removing this flag first, you ensure that the most important safety restrictions are lifted, allowing for a transition to less restrictive measures. Additionally, the process emphasizes a clear hierarchy in signaling, reinforcing that the safety of operations should always be at the forefront. Removing the least restrictive flag or the first placed flag could lead to confusion or unsafe conditions, as those flags represent less critical guidance that still needs to be observed until it is safe to proceed with the next steps. Removing the flag closest to the track might not follow this critical safety protocol, as it does not consider the nature of the restrictions that each flag presents.

4. What happens if an employee cannot clear OCS limits before time expires?

- A. The authority is voided immediately
- B. The employee must exit the area rapidly
- C. Authority is automatically extended until contact is established**
- D. The train dispatcher will send assistance

If an employee cannot clear the Outlying Control System (OCS) limits before the time expires, the correct course of action is that the authority is automatically extended until contact is established. This procedure is in place to ensure safety and continuity of operations. By automatically extending the authority, it allows the employee to remain within the designated area until further communication can be made. This is crucial to prevent unauthorized movements and ensures that the employee is not left in an uncertain position in regards to their operational authority. Other choices do not align with the established protocols. Voiding the authority immediately might create an unsafe situation where the employee could become stranded or unaware of their next steps. Rapidly exiting the area could lead to potential misunderstandings or accidents. Similarly, relying on the dispatcher to send assistance may not be feasible or timely enough in certain situations, thus highlighting the importance of maintaining clear and established procedures that prioritize communication and safety without necessitating abrupt actions or assumptions.

5. 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.

6. What is represented by the acronym ESS in railroad terminology?

- A. East Siding Switch
- B. Emergency Signal System
- C. Essential Safety Switch
- D. East Side Signal

The acronym ESS in railroad terminology stands for Emergency Signal System. This system is crucial as it is designed to enhance safety on the railroad by providing signals that can alert train crews and maintenance personnel about emergencies, allowing for quick responses to various situations. Understanding the significance of emergency communication makes it clear why the Emergency Signal System is a critical component in ensuring safety operations. The system helps prevent accidents and manage situations where immediate action is required, demonstrating the importance of preparedness and response in railroad operations. In contrast, other options do not align with the widely recognized terminology used in railway safety and operations. For instance, while 'East Siding Switch' and 'East Side Signal' might be relatable terms in railroad discussions, they do not capture the comprehensive emergency management aspect that ESS represents. 'Essential Safety Switch' could appear relevant, but it does not match the standard acronym used within the industry. Thus, only the Emergency Signal System accurately reflects the meaning behind ESS in railroad operations.

7. When can flagging against the current of traffic in double track be discontinued?

- A. When there is no visibility
- B. Only when the dispatcher advises no movements
- C. When all workers are accounted for
- D. Under no circumstances

Flagging against the current of traffic in double track can be discontinued only when the dispatcher advises that there are no movements. This is crucial for maintaining safety in a high-traffic environment where trains operate on both tracks. The dispatcher has an overview of the traffic situation, and their clearance indicates that it is safe to stop flagging, minimizing the risk of accidents or injury to workers on the track. In this context, other potential reasons to discontinue flagging, such as visibility or the status of workers, do not supersede the need for an official clearance from the dispatcher. Ensuring all workers are accounted for is essential for safety but does not address the necessity of ensuring that no trains are approaching. Similarly, flagging cannot be discontinued under any circumstances without dispatcher confirmation, as that would place workers at unnecessary risk.

8. What action is required if the rear of the train does not clear the restricted area?

- A. Proceed at normal speed
- B. Slow down immediately
- C. Wait for clearance from the dispatcher**
- D. Maintain the track circuit until cleared

In the scenario where the rear of the train does not clear the restricted area, the appropriate action is to wait for clearance from the dispatcher. This is crucial as it ensures the safety of the train, crew, and any maintenance activities that may be taking place in that restricted zone. The dispatcher has an overall view of train movements and can coordinate actions to prevent accidents or hazardous situations. Waiting for clearance allows the dispatcher to assess the situation, possibly communicate with other trains, and manage any potential conflicts with maintenance operations. It also ensures compliance with established safety protocols, which are designed to protect personnel and equipment working in areas that are under restrictions. Proceeding at normal speed or slowing down immediately would not adequately address the safety concerns related to not clearing a restricted area, as these actions could lead to potential hazards. Maintaining the track circuit until cleared is unnecessary in this context and does not align with the need for dispatcher oversight when a train is still within a restricted area.

9. What must a transmitting employee say to indicate communication is complete and a response is expected?

- A. End
- B. Done
- C. Over**
- D. Finished

In communications, particularly within the context of BNSF Maintenance of Way Operating Rules, it's crucial for clarity and understanding between employees. The term "Over" is a standard closing signal used in radio communication that indicates the transmission is complete, and a response is expected. By saying "Over," the transmitting employee signals to the receiver that they have finished their message and are now awaiting a reply. This practice helps eliminate any confusion about whether the transmission is still ongoing or if it is time for the listener to respond. Using "Over" establishes a clear protocol that ensures effective and efficient communication, which is essential for safety and coordination in the maintenance of way operations. Other terms like "End," "Done," and "Finished" are not standard phrases in radio communications and do not carry the same universal recognition, potentially leading to misunderstandings in critical situations.

10. When may a train only ignore a red signal?

- A. When the signal turns green
- B. When they have received other instructions
- C. When allowed by the flagger
- D. When there are no other signals present

A train may only ignore a red signal when allowed by a flagger because a flagger has the authority to provide specific instructions that can override standard signal indications. This situation typically occurs in work zones or during certain operations where manual control becomes necessary for safety or operational reasons. The flagger is responsible for ensuring the safety of the crew and equipment in their vicinity, which is why their permission is critical for a train to proceed past a red signal. The other circumstances do not provide authority to ignore a red signal as they are either dependent on changes to the signal itself (like it turning green), instructions from a dispatcher or other authority that may not specifically address the signal's indication, or the absence of other signals does not negate the requirement to obey a red signal. In all cases, the safety protocols in place prioritize the directives of a flagger when it comes to signal compliance.

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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://bnsfoperatingrules.examzify.com>

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

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