Norfolk Southern Practice Test (Sample)

Study Guide

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Questions

1. What topics should be included in a Job Safety Briefing when receiving a signal to approach prepared to stop?

A. Social updates and crew schedules

B. Status of air and dynamic brakes

C. Personal safety equipment status

D. Recent weather changes

2. In what circumstance would a crew NOT use a hand signal?

A. When a signal from the Dispatcher is received

B. When everyone in the area is watching

C. When the employee or light disappears unexpectedly

D. When the signal is clear

3. In Rule 171 or 271 territories, what is true regarding the direction of train movement?

A. Movement is allowed in any direction

B. Movement must follow the instructions given

C. Movement is authorized only in the direction specified

D. Movement can be authorized by the engineer

4. Under what condition can a brake be cut out?

A. Whenever necessary

B. Only if defective

C. During routine maintenance

D. If the train engineer approves

5. Which safety measure is critical when boarding or exiting equipment?

A. Using the front entrance only

B. Facing the equipment

C. Rushing to minimize time

D. Using both hands to hold equipment

6. Company property issued to employees must be:

- **A. Returned only upon resignation**
- **B. Kept in pristine condition**
- **C. Treated with care and economy**
- **D. Used solely for personal purposes**

7. When must the word "Void" be written across the Authority form?

- **A. When limits have been reported clear**
- **B. When new instructions have been issued**
- **C. When both conditions apply**
- **D. Only when the engine is idle**

8. What is the term for a length of track where movements are governed by signals or directives?

- **A. Zone**
- **B. Section**
- **C. Block**
- **D. Segment**

9. What should the crew do first after an undesired emergency application of the air brakes?

- **A. Check all onboard systems**
- **B. Make an emergency announcement by radio**
- **C. Inspect the train's brakes**
- **D. Contact the dispatcher**

10. Which of the following is NOT an example of OS'ing?

- **A. The engine is approaching the next station**
- **B. The EOTD shows moving on the rear and the engine has passed 3 miles beyond the limits**
- **C. The train has stopped at a signal**
- **D. The crew is monitoring the track ahead**

Answers

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

Explanations

1. What topics should be included in a Job Safety Briefing when receiving a signal to approach prepared to stop?

A. Social updates and crew schedules

B. Status of air and dynamic brakes

C. Personal safety equipment status

D. Recent weather changes

The correct answer focuses on the status of air and dynamic brakes, which is crucial for ensuring the safe operation of the train when receiving a signal to approach prepared to stop. An effective Job Safety Briefing should include pertinent information that directly relates to the safe functioning of the train, especially in situations where an immediate stop might be necessary. Understanding the current status of air and dynamic brakes is essential for the crew to assess their stopping ability. If there are any issues with the braking systems, it can significantly impact the train's ability to stop promptly, thus posing a safety risk. This information helps the crew to prepare adequately for the approaching signal and to ensure that they can respond effectively to any unexpected developments. Including topics such as social updates, crew schedules, personal safety equipment status, or recent weather changes, while valuable in other contexts, does not directly address the critical operational factors necessary for safely approaching a stop signal. Hence, knowing the working condition of brakes should take precedence in this situation.

2. In what circumstance would a crew NOT use a hand signal?

A. When a signal from the Dispatcher is received

B. When everyone in the area is watching

C. When the employee or light disappears unexpectedly

D. When the signal is clear

A crew would not use a hand signal when the employee or light disappears unexpectedly because, in such a situation, it becomes unsafe and ineffective to rely on visual communication. Effective signaling relies on clear visibility and the presence of both the sender and receiver. If the person giving the signal or the light used to convey the signal is no longer visible, it creates ambiguity and could lead to misunderstandings or accidents. This emphasizes the importance of visibility in hand signaling protocols. When clarity is compromised, crews must seek alternative means of communication that ensure safety.

3. In Rule 171 or 271 territories, what is true regarding the direction of train movement?

A. Movement is allowed in any direction

B. Movement must follow the instructions given

C. Movement is authorized only in the direction specified

D. Movement can be authorized by the engineer

In Rule 171 or 271 territories, the direction of train movement is strictly regulated to ensure safety and compliance with operational protocols. The correct answer emphasizes that movement is authorized only in the direction specified. This means that trains must adhere to predetermined routes and directions as dictated by control centers or signaling systems. Such regulations are crucial to prevent accidents and ensure that trains are moving safely, particularly in territories where tracks may be shared or where there is a potential for conflicting movements. The specific mandate that movement occurs only in the specified direction helps maintain a clear framework within which all trains operate, reducing the risk of collisions and ensuring efficient traffic management on the railway network.

4. Under what condition can a brake be cut out?

A. Whenever necessary

B. Only if defective

C. During routine maintenance

D. If the train engineer approves

The correct choice pertains to the operational procedures regarding train brakes. A brake should only be cut out if it is deemed defective. This is a critical safety measure, as cutting out a brake that is functioning well can lead to reduced stopping power and possible safety hazards during travel. The protocol ensures that only brakes that are not operational are removed from the system while those that are in good working condition remain functional. In a situation where a brake is functioning properly, cutting it out could compromise the safety of the train, its crew, and its passengers. Routine observations and maintenance ensure that all parts of the train, especially braking systems, are in optimal condition. If a brake is determined to be defective based on inspection or performance during operations, it can then be safely cut out to ensure the integrity of the overall braking system.

5. Which safety measure is critical when boarding or exiting equipment?

A. Using the front entrance only

B. Facing the equipment

C. Rushing to minimize time

D. Using both hands to hold equipment

When boarding or exiting equipment, facing the equipment is a critical safety measure because it helps maintain balance and provides a steady point of reference. By facing the equipment, individuals can ensure that they are aware of their surroundings and any potential hazards that may be present. This posture also enables better coordination while stepping on or off, reducing the likelihood of slips or falls. Using both hands to hold the equipment is also a good practice, as it enhances stability, but without the foundational action of facing the equipment, it does not provide the same level of safety. Rushing can lead to a loss of focus and increases the risk of accidents, while using the front entrance only may not always be practical, depending on the design and layout of the equipment. Therefore, facing the equipment emerges as the most important action to enhance safety during these transitions.

6. Company property issued to employees must be:

A. Returned only upon resignation

B. Kept in pristine condition

C. Treated with care and economy

D. Used solely for personal purposes

Company property issued to employees is expected to be treated with care and economy because it reflects the organization's values and financial responsibility. This means that employees should use the items judiciously, ensuring that they maintain the property in good condition while minimizing waste or unnecessary damage. When employees treat company property thoughtfully, it not only extends the life of the items but also promotes a culture of responsibility and respect within the company. This attitude contributes to overall operational efficiency, as replacing or repairing equipment frequently can lead to additional costs for the company. In contrast to this correct choice, the other options imply different behaviors relating to company property that do not align with the expectations set for employees. For instance, returning property only upon resignation suggests a lack of accountability during employment, while keeping items in pristine condition may be unrealistic in a practical work environment. Lastly, using company property solely for personal purposes might lead to misuse and could violate policies designed to ensure resources are utilized appropriately for their intended professional purposes.

7. When must the word "Void" be written across the Authority form?

A. When limits have been reported clear

B. When new instructions have been issued

C. When both conditions apply

D. Only when the engine is idle

The word "Void" must be written across the Authority form when both conditions apply: when limits have been reported clear and when new instructions have been issued. This is a crucial safety measure that ensures all personnel are aware that the previous authority is no longer valid, preventing potential confusion or miscommunication regarding operating procedures. By marking the Authority form as "Void," it communicates that any prior agreement or authority granted is no longer in effect, thereby emphasizing the necessity for train crews or other personnel to rely on the most current and applicable instructions. This practice helps maintain safety and operational integrity within the railway system, as it underscores the importance of operating under the latest directives. This ensures that any former information that could lead to unsafe conditions due to reliance on outdated protocols is adequately addressed.

8. What is the term for a length of track where movements are governed by signals or directives?

A. Zone

B. Section

C. Block

D. Segment

The term that refers to a length of track where movements are governed by signals or directives is "Block." In railway terminology, a block is a defined section of track that is controlled by specific signals to ensure safe train operations. Blocks are used to prevent collisions by regulating train movements, allowing only one train in a block at a time unless automatic systems allow for close-proximity movements. The block system allows for efficient management of train traffic, facilitating scheduling and operational safety. While other terms like "Zone," "Section," and "Segment" may refer to various portions of track or operations, they do not specifically denote the governed area where train movements are controlled directly by signals. A block is crucial in rail signaling systems, as it provides necessary separation between trains on the track, optimizing safety and flow.

9. What should the crew do first after an undesired emergency application of the air brakes?

A. Check all onboard systems

B. Make an emergency announcement by radio

C. Inspect the train's brakes

D. Contact the dispatcher

When an undesired emergency application of the air brakes occurs, the crew's immediate priority is to make an emergency announcement by radio. This step is critical because it allows the crew to promptly communicate the situation to all relevant parties, including the dispatcher and other trains operating in the vicinity. Making the announcement ensures that all involved are aware of the situation and can take necessary safety precautions or adjust their operations accordingly. Effective communication during an emergency helps to prevent further incidents and enhances the safety of the train crew, passengers, and other railway operations. Following this action, the crew can proceed to assess the situation by checking onboard systems or contacting the dispatcher, but the essential first response is to establish communication regarding the emergency situation.

10. Which of the following is NOT an example of OS'ing?

A. The engine is approaching the next station

B. The EOTD shows moving on the rear and the engine has passed 3 miles beyond the limits

C. The train has stopped at a signal

D. The crew is monitoring the track ahead

The correct option is based on understanding what constitutes "OS'ing," which refers to "on-scene" communications or reports that ensure various aspects of train operations are being monitored and communicated clearly. In this context, OS'ing involves confirming the status or location of the train relative to signals, stations, or other control mechanisms. When the EOTD (End of Train Device) indicates that the train is moving and the engine has passed three miles beyond the limits, this does not directly represent OS'ing. Instead, it reflects a state of the train's movement after it has already passed a certain point, without the incorporation of critical updates or confirmations that would typically be communicated in OS'ing. OS'ing usually involves confirming positions or statuses as trains pass critical points, such as signals or stations, rather than documenting an ongoing status after certain thresholds. In contrast, the other options clearly relate to active monitoring and communications. The approaching engine to the next station, the train stopped at a signal, and monitoring the track ahead all directly correlate with proactive checks and reporting that are essential components of OS'ing.