

NORFOLK SOUTHERN PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE

<https://norfolksouthern.examzify.com>



Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.

ALL RIGHTS RESERVED.

No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.

Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.

SAMPLE

Table of Contents

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

SAMPLE

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

SAMPLE

- 1. When must individuals in the cab of the locomotive cease all unrelated communication?**
 - A. Before every journey
 - B. When making a positive determination that a train has passed
 - C. Anytime they receive a job assignment
 - D. Only during emergency situations
- 2. What does the hand signal for 'stop' look like?**
 - A. Swung horizontally at right angle to the track
 - B. Raised and lowered vertically
 - C. Swung vertically in a circle at right angle to the track
 - D. Swung horizontally above head
- 3. What do the right of way conditions in a Train Clearance provide information about?**
 - A. Safety regulations
 - B. Current operational instructions
 - C. Speed limits
 - D. Lift and loading restrictions
- 4. Which action is required when limits have been reported clear?**
 - A. Notify the crew to prepare for departure
 - B. Write "Void" on each copy of the Authority form
 - C. Continue operating normally
 - D. Immediately reduce speed
- 5. If you encounter any object waved violently near the tracks, what should be your immediate action?**
 - A. Proceed carefully
 - B. Alert fellow crew members
 - C. Sound the horn
 - D. Stop the train

- 6. Can you add a cut of cars to your train if they have already received a Class I Brake Test within the last 24 hours?**
- A. Yes
 - B. No
 - C. Yes, but only if inspected
 - D. No, must perform a Class I Test
- 7. What is the normal position of the retainer valve during operation?**
- A. In the HP position
 - B. In the EX position
 - C. In a diagonal position
 - D. Flat position
- 8. If you couple three tracks together with 1 psi, 3 psi, and 5 psi leakage, what is the total leakage of the train?**
- A. 1 psi
 - B. 3 psi
 - C. 5 psi
 - D. 8 psi
- 9. When does the engineer maintain 3-Step Protection?**
- A. Until all employees have completed their shifts
 - B. Until it is manually overridden
 - C. Until the person who requested it releases it
 - D. Until the train reaches its destination
- 10. What should you do if the track is not in use and derails must be checked?**
- A. Leave them in the non-derailing position
 - B. Check that they are locked
 - C. Ensure they are all aligned
 - D. Confirm they are removed

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. When must individuals in the cab of the locomotive cease all unrelated communication?

- A. Before every journey
- B. When making a positive determination that a train has passed**
- C. Anytime they receive a job assignment
- D. Only during emergency situations

The correct choice highlights that individuals in the cab of the locomotive must cease all unrelated communication when making a positive determination that a train has passed. This requirement is crucial for safety and operational efficiency. When a train is in motion or approaching a point where it must be confirmed to have passed, it's vital that crew members maintain focus and minimize distractions. This allows them to accurately observe signals, communicate clearly about operations, and ensure that all safety protocols are followed without any interference. By prioritizing communication related to train movements during these critical moments, crew members can enhance overall safety and prevent potential accidents. In terms of the other options, ceasing unrelated communication before every journey or anytime a job assignment is received might suggest unnecessary interruptions at times when focus is still essential. Additionally, limiting this practice only during emergency situations does not recognize the importance of maintaining clear and focused communication during routine operations, particularly when confirming train statuses. Thus, the emphasis during train passage scenarios is effectively placed on safety and clarity of communication.

2. What does the hand signal for 'stop' look like?

- A. Swung horizontally at right angle to the track**
- B. Raised and lowered vertically
- C. Swung vertically in a circle at right angle to the track
- D. Swung horizontally above head

The hand signal for 'stop' is indicated by swinging the arm horizontally at a right angle to the track. This gesture effectively communicates to train operators and personnel that immediate stopping is required. The horizontal position clearly distinguishes the signal from other directions of motion, making it easily recognizable from a distance. The other options, while involving arm movement, do not conform to the standard hand signal for stopping. For instance, a vertical motion may be associated with different signals that indicate other actions rather than a halt. Similarly, circular movements or motions above the head are less universally recognized for the specific command to stop. Understanding the correct signals is crucial for maintaining safety and communication on the tracks.

3. What do the right of way conditions in a Train Clearance provide information about?

- A. Safety regulations
- B. Current operational instructions**
- C. Speed limits
- D. Lift and loading restrictions

The right of way conditions in a Train Clearance provide information about current operational instructions because these conditions are critical for ensuring safe and efficient train movements. They outline specific guidelines that must be followed by train operators regarding track usage, including any temporary restrictions or alterations in normal operations that might affect train movements. By adhering to these instructions, crew members can ensure that they are operating within the established parameters for safety and efficiency, particularly in areas where track conditions may vary or where other trains may be scheduled to operate. Understanding these operational instructions is essential for maintaining a safe environment on the rail network, ensuring compliance with regulations and avoiding potential collisions or accidents.

4. Which action is required when limits have been reported clear?

- A. Notify the crew to prepare for departure
- B. Write "Void" on each copy of the Authority form**
- C. Continue operating normally
- D. Immediately reduce speed

When limits have been reported clear, writing "Void" on each copy of the Authority form is a necessary action. This step is essential to ensure clarity and prevent any potential confusion or misuse of the authority granted for that specific stretch of track. Declaring the authority void confirms that the previously issued clearance for operation is no longer valid, allowing for proper management of train movements within the affected limits. This action serves to maintain safety protocols and communication integrity among crew members and dispatchers. By marking the authority as void, all parties are alerted to the change in status and can adjust their plans accordingly, thus emphasizing the importance of clear documentation in railroad operations.

5. If you encounter any object waved violently near the tracks, what should be your immediate action?

- A. Proceed carefully
- B. Alert fellow crew members
- C. Sound the horn
- D. Stop the train**

When encountering any object waved violently near the tracks, the immediate action of stopping the train is a critical safety measure. This response is based on the principle of prioritizing safety for both train operations and individuals potentially affected by the situation. Waving objects could signal an emergency or indicate that there is an obstruction on the tracks that could pose a danger. By stopping the train, you allow for a thorough assessment of the situation, minimizing the risk of a collision or accident. Taking this action also aligns with standard safety protocols in train operations, where the safety of passengers, crew, and the general public is paramount. It is essential to assess the situation before proceeding, as continuing at speed could lead to severe consequences if there indeed is a hazard present. Stopping the train gives the crew time to investigate, communicate effectively about the situation, and make informed decisions on how to proceed safely.

6. Can you add a cut of cars to your train if they have already received a Class I Brake Test within the last 24 hours?

A. Yes

B. No

C. Yes, but only if inspected

D. No, must perform a Class I Test

The correct choice indicates that you can indeed add a cut of cars to your train if those cars have already received a Class I Brake Test within the last 24 hours. A Class I Brake Test is a thorough inspection that verifies the functionality of the brake systems on each car, ensuring that they are safe for operation. If this test has been conducted within the specified timeframe, it confirms that the cars meet safety standards and are in good working condition. This flexibility is important in rail operations because it allows for efficient train assembly while maintaining safety. As long as the cars are within the 24-hour testing window and have been properly certified, they can be added without needing an additional Class I Brake Test. The regulations focus on ensuring that safety requirements are met without placing unnecessary conditions on trains that already comply with those requirements.

7. What is the normal position of the retainer valve during operation?

A. In the HP position

B. In the EX position

C. In a diagonal position

D. Flat position

The retainer valve is typically positioned in the EX (exhaust) position during operation. This position allows for the proper flow of air in the braking system by enabling the release of excess air and ensuring that the system maintains the necessary pressure balance. The EX position is crucial for the effective function of air brakes, as it prepares the brakes for application and release by preventing any unintended pressure buildup that could result in brake drag or other operational issues. While the other positions may refer to varying states in which the retainer valve can exist, they do not represent the normal operational state. The importance of the EX position lies in its role in maintaining safety and efficiency in train braking systems.

8. If you couple three tracks together with 1 psi, 3 psi, and 5 psi leakage, what is the total leakage of the train?

A. 1 psi

B. 3 psi

C. 5 psi

D. 8 psi

When considering the total leakage from a system of tracks coupled together, it's essential to understand how pressure leaks combine. In this scenario, each track has a specified leakage rate: one track has a leakage of 1 psi, another has 3 psi, and the third has 5 psi. For tracks that are coupled together, the total leakage is determined by finding the maximum leakage rate among the tracks, as the system will only lose pressure at the rate of the most significant leak present. Each track does not add its leaks together in a cumulative manner when they couple; rather, the highest leakage value becomes the effective leakage for the combined system. Thus, from the given leakages of 1 psi, 3 psi, and 5 psi, the maximum leakage—which dictates the total leakage of the train—comes from the track with a 5 psi leakage. Therefore, the total leakage of the train is 5 psi.

9. When does the engineer maintain 3-Step Protection?

- A. Until all employees have completed their shifts
- B. Until it is manually overridden
- C. Until the person who requested it releases it**
- D. Until the train reaches its destination

The correct answer is that the engineer maintains 3-Step Protection until the person who requested it releases it. In railway operations, the 3-Step Protection procedure is designed to enhance safety by ensuring that a train is stopped and cannot proceed until it is safe to do so. This protection is typically requested by a designated individual, such as a crew member or a supervisor. Once 3-Step Protection is put into place, it remains in effect until the individual who initiated the protection decides to release it. This ensures that the engineer is operating with the most current and safe instructions. By requiring the requesting person to release the protection, it confirms that the reason for the protection is no longer valid, thus allowing the train to proceed safely. Understanding this concept is crucial, as safety protocols in rail operations depend heavily on clear communication and authority to ensure that all procedures are followed correctly.

10. What should you do if the track is not in use and derails must be checked?

- A. Leave them in the non-derailing position
- B. Check that they are locked**
- C. Ensure they are all aligned
- D. Confirm they are removed

When checking derails on a track that is not in use, confirming that they are locked is critical for safety. Locked derails are secured in a position to prevent train movement onto the main track or any other track that could pose a danger. By ensuring that they are locked, you mitigate the risk of accidental activation or movement, which could lead to collisions or derailments. This step is essential in maintaining safe operations and minimizing hazards during inspections or maintenance activities. It provides assurance that the derails will function as intended should situations arise where they need to be engaged. Additionally, checking that they are correctly locked also involves a thorough understanding of their mechanical components, which is vital for maintaining the safety protocols in railway operations.

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://norfolksouthern.examzify.com>

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

SAMPLE