# On Track Safety Practice Exam (Sample)

## Study Guide


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# Questions

**1. What action must workers take when the trailing end of a train has not passed?**

**A. They can work with caution**

**B. Work must not be performed ahead of the trailing end**

**C. They should notify the dispatcher**

**D. Delay work only until the next scheduled break**

**2. What limitation applies when performing maintenance under a roadway maintenance machine?**

**A. No part of the employee should break the plane of the rail of the occupied track towards the adjacent controlled track**

**B. Employees are allowed to work freely under the machine**

**C. Only the supervisor can approve maintenance under machines**

**D. Maintenance should be done only during daylight hours**

**3. Who should requests for engineering services be made to?**

**A. Designated supervisor**

**B. Operations manager**

**C. Train dispatcher**

**D. Safety coordinator**

**4. Before beginning work, what should a worker verify access to?**

**A. The current operating manual and relevant bulletins**

**B. The employee attendance list**

**C. The project budget and resources**

**D. The facility's hazard communication plan**

**5. What action should be taken if a train is approaching while you are on track equipment?**

**A. Continue working until it's too close**

**B. Stop all work and wait for the train**

**C. Use a signal to alert the crew**

**D. Assess the situation before acting**

**6. What is the maximum distance for placing warning signs from the beginning of working limits?**

**A. 1 mile**

**B. 2 miles**

**C. 2.5 miles**

**D. 3 miles**

**7. In what situation may workers cross tracks without track protection?**

**A. When they are going to refuel equipment**

**B. As long as they are not performing work**

**C. When trains are not scheduled to pass**

**D. During daylight hours only**

**8. How close can employees approach a standing train?**

**A. 100 feet**

**B. 150 feet**

**C. 200 feet**

**D. 250 feet**

**9. Which of the following is not required to be included in a job briefing for roadway work groups?**

**A. Pre-determined place of safety (PPS)**

**B. Type of on track safety**

**C. Any other jobs currently in progress**

**D. Potential hazards and physical characteristics of the work location**

**10. What is required for a lone worker at the beginning of each tour of duty?**

**A. Conduct a job briefing with the supervisor**

**B. Prepare an emergency evacuation plan**

**C. Verify the weather conditions**

**D. Submit a daily work report**

# Answers

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

# Explanations

## 1. What action must workers take when the trailing end of a train has not passed?

**A. They can work with caution**

**B. Work must not be performed ahead of the trailing end**

**C. They should notify the dispatcher**

**D. Delay work only until the next scheduled break**

**When the trailing end of a train has not passed, it is crucial for workers to recognize the potential hazards and safety protocols that must be followed. The correct action in this scenario is that work must not be performed ahead of the trailing end. This rule is in place to ensure the safety of all personnel on the work site, as operating equipment or performing tasks in areas where a train may be present poses significant risks. The reasoning behind this rule includes preventing accidents related to trains moving unexpectedly and ensuring that workers are always in a safe zone. When the trailing end is not cleared, there is a possibility that workers may be endangering themselves if a train approaches or passes without warning. Thus, adherence to this guideline is a key part of maintaining a safe working environment around train operations. This safety measure helps in the prevention of injuries and accidents that could occur if workers were allowed to proceed without ensuring that the area is secure.**

## 2. What limitation applies when performing maintenance under a roadway maintenance machine?

**A. No part of the employee should break the plane of the rail of the occupied track towards the adjacent controlled track**

**B. Employees are allowed to work freely under the machine**

**C. Only the supervisor can approve maintenance under machines**

**D. Maintenance should be done only during daylight hours**

**The correct choice highlights a critical safety protocol that helps ensure the safety of employees while performing maintenance under a roadway maintenance machine. Specifically, no part of the employee should break the plane of the rail of the occupied track towards the adjacent controlled track. This rule is in place to protect workers from potential hazards associated with moving trains or equipment on the tracks. By preventing any part of the employee's body from crossing this boundary, it minimizes the risk of injury or accidents that could occur if an unexpected movement happens on the adjacent track while maintenance work is underway. This adherence to safety standards is paramount, especially in environments where multiple tracks are in use, as it helps maintain a clear zone around live tracks, reinforcing the importance of vigilance and caution in maintenance operations. The other options do not prioritize such safety concerns, therefore they do not reflect the necessary precautions one must take when working in the context of railway maintenance.**

## 3. Who should requests for engineering services be made to?

**A. Designated supervisor**

**B. Operations manager**

**C. Train dispatcher**

**D. Safety coordinator**

**Requests for engineering services should be directed to the train dispatcher, who typically holds a critical role in coordinating train movements and maintaining safety on the tracks. The train dispatcher is trained to handle the operational aspects of train activities, including the management of engineering requests that may impact train schedules or require coordination with other departments. In this context, the train dispatcher would have the necessary insight and authority to assess the need for engineering services, facilitate communication between different teams, and ensure that requests are processed in a manner that prioritizes safety and operational efficiency. This role is essential in ensuring that all engineering services align with the overall operations of the railway system. While other positions, such as the operations manager or designated supervisor, may be involved with broader operational management, they typically do not have the specialized communication and coordination responsibilities associated with engineering service requests. Only the train dispatcher is specifically positioned to manage these requests effectively and ensure that they are addressed promptly and accurately within the operational framework.**

## 4. Before beginning work, what should a worker verify access to?

**A. The current operating manual and relevant bulletins**

**B. The employee attendance list**

**C. The project budget and resources**

**D. The facility's hazard communication plan**

**Verifying access to the current operating manual and relevant bulletins is crucial before beginning any work. This ensures that the worker has updated information on procedures, safety protocols, and instructions pertinent to the tasks at hand. The operating manual provides guidelines on equipment use, maintenance procedures, and safety measures, while bulletins may contain time-sensitive updates or clarifications regarding operations. These resources are essential for maintaining safety standards and ensuring compliance with company policies and regulations. By being informed through these documents, a worker can perform their duties more effectively and with a clearer understanding of the risks involved, thus promoting a safer work environment. The other options, while they might be pertinent in specific contexts, do not provide the foundational safety and operational guidance needed before commencing work. Factors like attendance lists, project budgets, and resources are important but do not directly address the immediate safety and procedural knowledge required for effective work execution.**

## 5. What action should be taken if a train is approaching while you are on track equipment?

**A. Continue working until it's too close**

**B. Stop all work and wait for the train**

**C. Use a signal to alert the crew**

**D. Assess the situation before acting**

**When a train is approaching while you are on track equipment, stopping all work and waiting for the train is the most critical and safest action to take. This approach prioritizes your safety and the safety of the crew by ensuring everyone is aware of the impending danger posed by the train. It is essential to remove yourself and any equipment from the track area as quickly as possible to avoid any potential accidents. Continuing work until the train is too close can lead to serious safety hazards. Using a signal to alert the crew might not be sufficient if immediate action to vacate the track is necessary, as it does not ensure everyone's safety. Assessing the situation before acting could cause delays or confusion in an already urgent situation, where immediate and decisive action is needed to mitigate risks. Therefore, halting all work and waiting for the train is the appropriate protocol for ensuring safety on the tracks.**

## 6. What is the maximum distance for placing warning signs from the beginning of working limits?

**A. 1 mile**

**B. 2 miles**

**C. 2.5 miles**

**D. 3 miles**

**The maximum distance for placing warning signs from the beginning of working limits is 2.5 miles. This distance is established to ensure that train crews and other personnel have adequate warning of the impending work zone ahead. By positioning the signs at this distance, it allows sufficient time for personnel to prepare and respond appropriately before reaching the area of potential hazards. This regulation is crucial for safety as it helps reduce the risk of accidents and enhances situational awareness for all individuals involved near the tracks. Having a standard measurement like 2.5 miles aids in uniformity across different rail operations, making it easier for workers to remember and implement these safety protocols consistently. Situations requiring a sign placement beyond this distance could lead to confusion or inadequate response time, increasing the risk of incidents in work zones. It is this emphasis on proactive safety measures that underpins the choice of 2.5 miles as the effective standard for warning signs.**

## 7. In what situation may workers cross tracks without track protection?

**A. When they are going to refuel equipment**

**B. As long as they are not performing work**

**C. When trains are not scheduled to pass**

**D. During daylight hours only**

**Workers may cross tracks without track protection when they are not performing work. This principle is rooted in safety protocols that prioritize the well-being of personnel in rail environments. When individuals are not actively engaged in work tasks, the level of risk is typically lower, allowing for a more flexible approach to crossing tracks. While it's crucial to remain vigilant regardless of the situation, the absence of active work reduces the likelihood of accidents or distractions related to equipment operation or other tasks. Therefore, the focus is on maintaining awareness of surroundings rather than the additional precautions required when work is ongoing, which often includes track protection measures. In contrast, refueling equipment, the presence of scheduled trains, or time of day may imply various levels of risk or operational requirements that necessitate specific safety measures and track protections. These conditions require heightened awareness or precautions that are not applicable when individuals are simply crossing tracks without the burden of work duties.**

## 8. How close can employees approach a standing train?

**A. 100 feet**

**B. 150 feet**

**C. 200 feet**

**D. 250 feet**

**Employees can only approach a standing train at a distance of 200 feet to ensure their safety. This regulation is in place to protect personnel from potential hazards associated with trains, such as unexpected movement or the risk of falling objects. The 200-foot distance acts as a buffer, reducing the likelihood of accidents and allowing employees ample space to observe any changing conditions around the train. This safety margin is crucial, especially in environments where trains may unexpectedly begin to move or shift. Adhering to this distance enhances awareness and reduces risks during rail operations, underscoring the importance of following these established guidelines for safe conduct around railway equipment.**

## 9. Which of the following is not required to be included in a job briefing for roadway work groups?

**A. Pre-determined place of safety (PPS)**

**B. Type of on track safety**

**C. Any other jobs currently in progress**

**D. Potential hazards and physical characteristics of the work location**

**Including the pre-determined place of safety (PPS), type of on-track safety, and potential hazards and physical characteristics of the work location in a job briefing for roadway work groups is essential for maintaining safety and situational awareness. The PPS helps ensure that all crew members are aware of where to go in case of an emergency. Understanding the type of on-track safety measures in place is vital for compliance with safety protocols and ensures that all members are on the same page regarding operations. Discussing potential hazards and the physical characteristics of the work location allows team members to evaluate risks and prepare accordingly, enhancing their overall safety. The aspect not required is the mention of any other jobs currently in progress. While it is valuable to be aware of other activities in the vicinity, it is not mandatory to include this information in every job briefing. Safety protocols primarily focus on the specific job at hand and the related hazards rather than on external work that could be happening in the area. Therefore, option C stands out as non-essential in this specific context.**

## 10. What is required for a lone worker at the beginning of each tour of duty?

**A. Conduct a job briefing with the supervisor**

**B. Prepare an emergency evacuation plan**

**C. Verify the weather conditions**

**D. Submit a daily work report**

**Conducting a job briefing with the supervisor is essential for a lone worker at the beginning of each tour of duty because it ensures that the worker is fully informed about their tasks, any specific hazards, and the safety protocols or procedures that need to be followed during the shift. This briefing serves as a communication tool that helps to align expectations, identify potential risks, and clarify responsibilities. Moreover, this practice is crucial for maintaining safety in the workplace since it allows for discussion of any changes or updates that may have occurred since the last shift. A proper job briefing not only promotes awareness of the work environment but also reinforces safety measures tailored to the specific operational circumstances the lone worker may face. While preparing an emergency evacuation plan, verifying weather conditions, and submitting a daily work report are important tasks, they do not provide the immediate situational awareness and guidance that a job briefing offers at the start of a work shift.**