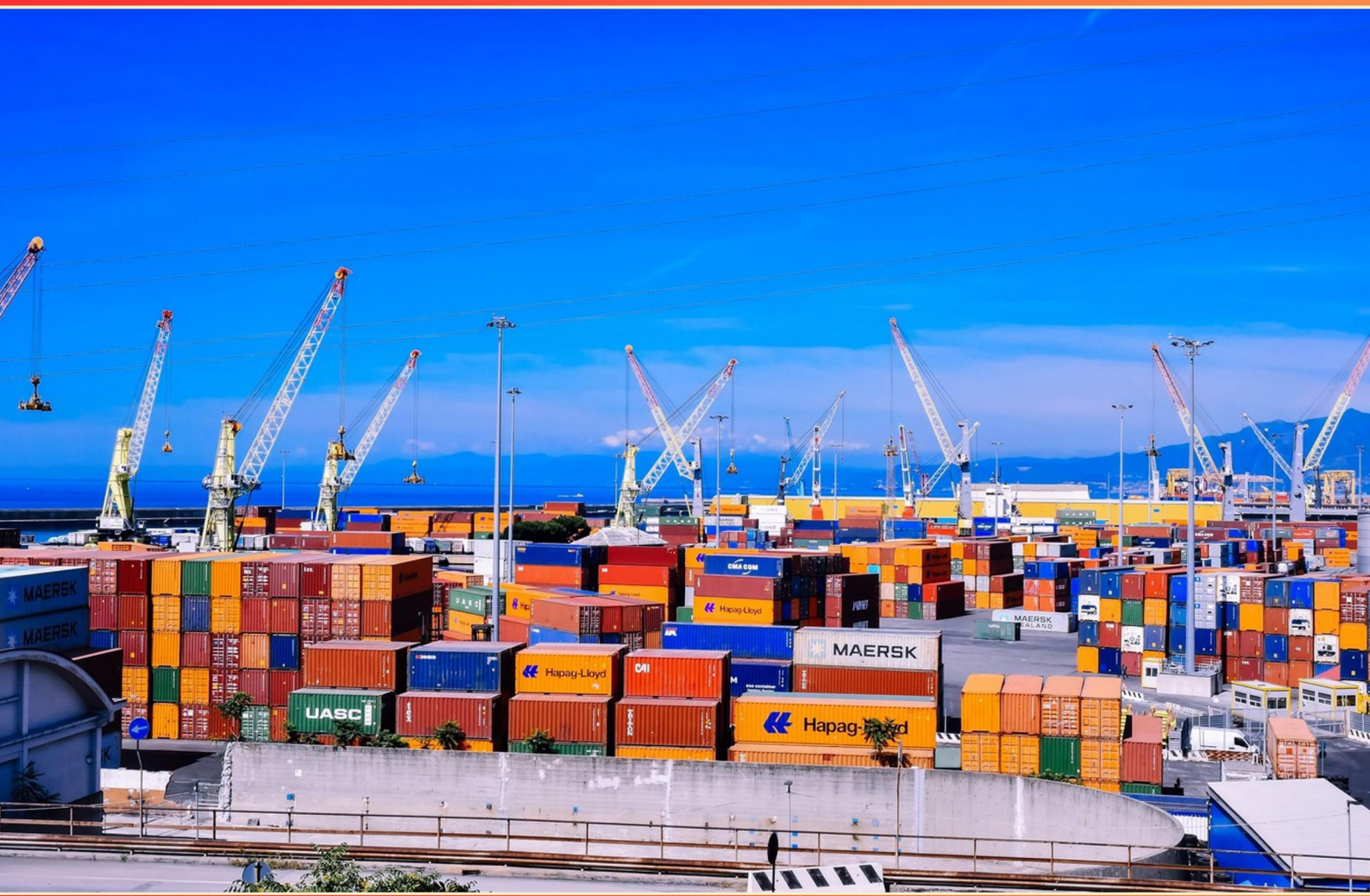
BNSF LOCAL EMPLOYEE TRAINING PROGRAM (LETP) PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR THE FULL VERSION STUDY GUIDE

https://bnsfletp.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.

SAMPLE

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!

SAMPLE

Questions

SAMPLE

1. **What is the purpose of the brake pipe reduction during a Running Air Brake Test?**

   A. To charge the air brake system

   B. To verify that the brakes apply and remain applied

   C. To improve the speed of the train

   D. To deter flat spots from developing on the wheels

2. **What common scenarios are practiced during LETP simulations?**

   A. Financial assessments and budgeting

   B. Emergency response, equipment failures, and safe train handling

   C. Catering and customer service

   D. Product sales and marketing strategies

3. **What is the limit speed when a locomotive has flat spots that meet specific criteria?**

   A. 5 MPH

   B. 10 MPH

   C. 15 MPH

   D. 20 MPH

4. **During a Transfer Train Air Brake Test, what is the minimum brake system pressure required before making a brake pipe reduction?**

   A. 30 psi

   B. 60 psi

   C. 45 psi

   D. 75 psi

5. **What system component is crucial for controlling brake pipe pressure?**

   A. Manual brake controller

   B. Automatic brake valve

   C. Regulating valve

   D. Equalizing reservoir

SAMPLE

6. When should the automatic brake valve be cut out?

A. During regular operations

B. When performing brake pipe leakage tests

C. For emergency situations only

D. When stopping at signals

7. What should be done when your train is stopped and operating conditions allow, before releasing the brakes?

A. Decrease brake pipe reduction to 10 psi

B. Increase brake pipe reduction to 15 psi

C. Check weather conditions

D. Conduct a safety inspection

8. What is required when a train is moving in the opposite direction from which the block was entered?

A. Proceed at full speed to clear the block

B. Stop immediately and assess conditions

C. Proceed at restricted speed until the leading wheels have passed the next governing signal

D. Signal for reverse movement

9. What type of operations does the LETP address?

A. Only train operations

B. Train operations, maintenance practices, and emergency response

C. Only maintenance practices and inspections

D. Emergency response and safety audits

10. What should be done after making a brake pipe exhaust stop during pressure reduction?

A. Immediately recharge the system

B. Wait at least 30 seconds

C. Release the automatic brake valve

D. Check the pressure gauge

SAMPLE

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. What is the purpose of the brake pipe reduction during a Running Air Brake Test?

A. To charge the air brake system

B. To verify that the brakes apply and remain applied

C. To improve the speed of the train

D. To deter flat spots from developing on the wheels

The purpose of the brake pipe reduction during a Running Air Brake Test is to verify that the brakes apply and remain applied. This test involves reducing the pressure in the brake pipe to initiate the application of the brakes, allowing personnel to check whether the brakes respond correctly. The successful application and retention of the brakes during this process indicate that the braking system is functioning properly, ensuring the safety and operational readiness of the train before it continues on its route. This test is crucial for confirming that the braking system can effectively stop the train when necessary, which is a fundamental aspect of railway safety protocols.

2. What common scenarios are practiced during LETP simulations?

A. Financial assessments and budgeting

B. Emergency response, equipment failures, and safe train handling

C. Catering and customer service

D. Product sales and marketing strategies

The correct answer highlights the key focus of the Local Employee Training Program (LETP) simulations, which is centered around operational safety and response readiness. During LETP simulations, scenarios like emergency response, equipment failures, and safe train handling are practiced to ensure that employees are well-prepared for real-life situations that could arise on the job. This training is critical because it instills the necessary skills and protocols required to maintain safety and efficiency in railroad operations. Employees learn how to react swiftly and effectively to emergencies and equipment malfunctions, which can significantly impact the safety of both personnel and the public. Incorporating these specific scenarios into training helps to enhance employees' crisis management abilities and fosters a culture of safety within the organization, ensuring that all team members have the practical experience needed to handle challenging situations in the field.

3. What is the limit speed when a locomotive has flat spots that meet specific criteria?

A. 5 MPH

B. 10 MPH

C. 15 MPH

D. 20 MPH

When considering the limit speed for a locomotive that has flat spots meeting specific criteria, the correct choice is 10 MPH. This limit is formulated based on safety regulations and operational guidelines aimed at protecting the integrity of the locomotive and its components. Flat spots on wheels can lead to imbalances and vibrations that might compromise the safety and performance of the train if operated at higher speeds. The 10 MPH limit ensures that the locomotive can be operated safely while allowing for necessary inspections and repairs to be conducted. This speed helps mitigate the risk of accidents or additional damage that could result from higher-speed operation under these conditions. It's crucial for personnel to be aware of these specific operational limits to maintain safety standards throughout their duties.

SAMPLE

4. During a Transfer Train Air Brake Test, what is the minimum brake system pressure required before making a brake pipe reduction?

A. 30 psi

B. 60 psi

C. 45 psi

D. 75 psi

The requirement for a minimum brake system pressure during a Transfer Train Air Brake Test is set to ensure that the brake system is functioning adequately before any operational changes, such as making a brake pipe reduction, take place. A minimum of 60 psi is required because this pressure level ensures the reliability of the braking system. It confirms that the brakes have sufficient pressure to operate effectively and maintain safety throughout the operation of the train. At lower pressure levels, such as 30 psi or 45 psi, the braking system may not function reliably, which could lead to inadequate stopping power or other safety concerns. Thus, 60 psi serves as a critical threshold representing both an industry-standard practice and a safety measure in train operations. This standard helps to minimize risks and ensure that the trains can be operated safely with confidence in their braking systems.

5. What system component is crucial for controlling brake pipe pressure?

A. Manual brake controller

B. Automatic brake valve

C. Regulating valve

D. Equalizing reservoir

The regulating valve is essential for controlling brake pipe pressure because it is specifically designed to maintain and adjust the pressure throughout the braking system. It ensures that the right amount of pressure reaches the brake cylinders, facilitating effective operation of the braking mechanism. When the regulating valve is functioning properly, it helps achieve a balanced application of brakes, which is critical for safety and performance during train operations. The other components have their specific functions: a manual brake controller allows for manual manipulation of brake settings, an automatic brake valve manages automatic brake applications but does not directly regulate the pipe pressure, and an equalizing reservoir helps ensure that pressure is balanced but is not primarily responsible for controlling the brake pipe pressure directly. Therefore, the regulating valve is the key component that plays a central role in managing brake pipe pressure effectively.

6. When should the automatic brake valve be cut out?

A. During regular operations

B. When performing brake pipe leakage tests

C. For emergency situations only

D. When stopping at signals

The correct answer focuses on the specific procedure involving the automatic brake valve during brake pipe leakage tests. Cutting out the automatic brake valve means that it is temporarily removed from the circuit, allowing for a direct connection to the brake pipe without interference from the valve's operations. This is necessary for accurate testing, as it ensures that the test results reflect the actual state of the brake pipe without any influence from the automatic brake system. In this context, ensuring that there are no leaks in the brake pipe is crucial for the safety and reliability of train operations. By isolating the automatic brake valve, personnel can properly assess whether the brake pipe system is holding pressure as required. The other scenarios—such as regular operations, emergency situations, and stopping at signals—do not require the automatic brake valve to be cut out. In these situations, it is essential for the automatic brake system to function correctly, allowing for proper braking performance and control of the train.

SAMPLE

7. What should be done when your train is stopped and operating conditions allow, before releasing the brakes?

A. Decrease brake pipe reduction to 10 psi

B. Increase brake pipe reduction to 15 psi

C. Check weather conditions

D. Conduct a safety inspection

The correct answer emphasizes the importance of adjusting the brake pipe reduction to enhance safety and efficiency when your train is stopped. Increasing the brake pipe reduction to 15 psi allows for a more effective brake release, ensuring that the train's brake system is adequately prepared for the next phase of operation. This step is crucial in managing the train's dynamic behavior, particularly in terms of controlling slack and maintaining stability when the brakes are released. By opting for this adjustment, it also allows the crew to effectively manage the pressure in the brake system, enabling smoother operation under varying conditions. It is essential for the crew to ensure that the train's braking system is functioning optimally before resuming movement. In the context of ensuring safety, this practice helps to mitigate risks associated with unexpected movements or failure in the braking system when getting underway again. The other choices, while relevant to train operation safety and monitoring, do not address the immediate action required for brake management. Checking weather conditions and conducting a safety inspection are important for overall train operations but occur after establishing the necessary adjustments to the brake system in this specific scenario. The correct action focuses on ensuring the train's braking system is properly set to resume operations safely.

8. What is required when a train is moving in the opposite direction from which the block was entered?

A. Proceed at full speed to clear the block

B. Stop immediately and assess conditions

C. Proceed at restricted speed until the leading wheels have passed the next governing signal

D. Signal for reverse movement

When a train is moving in the opposite direction from which the block was entered, it is crucial to proceed at restricted speed until the leading wheels have passed the next governing signal. This requirement is in place for safety reasons, as it allows the engineer to carefully assess the track conditions and any potential obstructions that may be present ahead. Restricted speed enables the train to stop within half of the sight distance, which is particularly important when the train is making an unexpected movement in reverse or entering a block from an unexpected direction. By adhering to this speed limit, the crew ensures they have sufficient time to react to any hazards, such as other trains, maintenance work, or any changes in track signals. This practice underscores the importance of signal adherence and situational awareness in railroad operations, promoting both safety and efficiency while navigating through potentially complex situations on the tracks.

SAMPLE

9. What type of operations does the LETP address?

A. Only train operations

B. Train operations, maintenance practices, and emergency response

C. Only maintenance practices and inspections

D. Emergency response and safety audits

The Local Employee Training Program (LETP) is designed to cover a comprehensive range of operations that are crucial for safe and efficient railroad functioning. It addresses not only train operations, which are fundamental to the day-to-day activities of railway employees, but also includes maintenance practices that ensure the equipment and tracks are in optimal condition. Additionally, emergency response training is a vital component, equipping employees with the skills necessary to handle unforeseen incidents effectively. This holistic approach ensures that employees are well-prepared for all aspects of their roles, from operating trains safely to maintaining the infrastructure and responding swiftly and effectively in emergencies. By focusing on this broad spectrum of operations, the LETP enhances overall safety and efficiency across the railway network.

10. What should be done after making a brake pipe exhaust stop during pressure reduction?

A. Immediately recharge the system

B. Wait at least 30 seconds

C. Release the automatic brake valve

D. Check the pressure gauge

After making a brake pipe exhaust stop during pressure reduction, it is important to wait a specific amount of time, typically around 30 seconds, to allow the system to stabilize. This waiting period is crucial because it ensures that the pressures within the brake system have had enough time to equilibrate before moving on to the next action. If you immediately recharge the system or release the automatic brake valve without allowing the necessary time for stabilization, you could risk creating pressure discrepancies that could lead to inefficient braking or possibly a safety hazard. Checking the pressure gauge is also an important step, but it should be done during or after the wait period, not immediately following the exhaust stop, as the gauge may not accurately reflect the system's state until equilibrium is achieved. Thus, the correct procedure involves patiently waiting for at least 30 seconds to ensure the stability and reliability of the braking system.

SAMPLE

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://bnsfletp.examzify.com

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

SAMPLE