FIT PHASE 1 PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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.

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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!

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Questions

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1. **Except for commuter trains and yard switching operations, the controlling locomotive of the lead consist must be equipped with an Electronic Alertness Control Device (alerter).**

   A. True

   B. False

   C. Not applicable

   D. Not always

2. **What track line overlay symbol represents a work zone on the PTC screen?**

   A. Yellow Hash Box

   B. Blue Hash Box

   C. Red Track Line

   D. Green Hash Box

3. **How can you tell if an engine is running hot?**

   A. Diagnostic Display Screen on newer locomotives indicates hot OR an indicator light on older locomotives indicates hot

   B. A drop in oil pressure

   C. A loud knocking sound

   D. A sudden loss of electrical power

4. **During PTC operations, the Departure Test is performed under which scenario?**

   A. During routine operation mid-route

   B. Only when dispatcher requests

   C. During initialization at the initial terminal

   D. Never

5. **Power transfers are limited to how many locomotives?**

   A. 20

   B. 30

   C. 25

   D. 50

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6. In an emergency, which device vents the brake pipe to atmosphere?

A. Vent valve

B. HEU beeper

C. EOT indicator

D. Vent valve or A-1 reduction relay valve

7. After putting the Isolation Switch in START/STOP/ISOLATE, what is the next step in engine start up?

A. Close the main battery switch

B. Check oil pressure

C. Set throttle

D. Engage governor

8. If you are securing a train on line of road with locomotives attached and forecast temperatures will not drop below 35F in the next 12 hours, what is the recommended action?

A. Shut down all locomotives

B. Leave the lead unit running when necessary to maintain the air supply but shut down all trailing units in the lead consist

C. Leave all units running

D. Move the train to a different line

9. Is a new Air Brake Test Notification form required for a 1,000 mile Inspection Test?

A. True

B. False

C. Not applicable

D. Only for certain trains

10. One purpose of the Main Reservoir besides storing compressed air is to

A. Cool the compressed air

B. Supply fuel to the engine

C. Power the braking system

D. Increase the air temperature

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Answers

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

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Explanations

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1. Except for commuter trains and yard switching operations, the controlling locomotive of the lead consist must be equipped with an Electronic Alertness Control Device (alerter).

A. True

B. False

C. Not applicable

D. Not always

The main idea here is safety through enforced alertness. An Electronic Alertness Control Device, or alerter, on the lead locomotive forces the engineer to respond at intervals; if the engineer doesn't acknowledge or perform the required action, the device prompts further checks and can trigger automatic safeguards to stop or slow the train. This helps ensure the person at the controls remains attentive during the run, which is especially important for the lead unit that directs the entire consist. The rule applies to the controlling locomotive of the lead consist in most operations, with two specific exemptions: commuter trains and yard switching. Because those operations are either shorter, involve different work patterns, or have separate safety protocols, they're not required to have the alerter. Given that the statement reflects these standard allowances, it is true.

2. What track line overlay symbol represents a work zone on the PTC screen?

A. Yellow Hash Box

B. Blue Hash Box

C. Red Track Line

D. Green Hash Box

On a PTC display, overlays use color and shape to convey specific track conditions, and the symbol for a work zone is a blue hashed box around the affected track segment. This visual cue tells you there are ongoing maintenance activities and that you should expect possible speed reductions or special instructions for that area. The blue hash box is used specifically for work zones, which is why it's the best answer. Other symbols depict different statuses—for example, a red track line shows a live or occupied track, not a maintenance zone, and yellow or green hashed boxes are not used to designate a work zone in the standard overlay set.

3. How can you tell if an engine is running hot?

A. Diagnostic Display Screen on newer locomotives indicates hot OR an indicator light on older locomotives indicates hot

B. A drop in oil pressure

C. A loud knocking sound

D. A sudden loss of electrical power

The key idea is recognizing overheating through the locomotive's temperature indicators. Modern engines provide a diagnostic display that shows when the temperature is hot, and older units use a dedicated warning light to signal overheating. This direct signal is the best way to tell the engine is running hot because it is specifically tied to temperature and meant to warn you before damage occurs. Other signs like a drop in oil pressure can accompany overheating but aren't definitive indicators of heat by themselves. A loud knocking sound points to mechanical issues rather than temperature, and a sudden loss of electrical power usually points to electrical or fuel problems rather than the engine's temperature. So the temperature indicator on the display or warning light is the reliable cue that the engine is running hot.

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4. During PTC operations, the Departure Test is performed under which scenario?

A. During routine operation mid-route

B. Only when dispatcher requests

C. During initialization at the initial terminal

D. Never

The Departure Test is done during initialization at the initial terminal to verify the PTC system is fully ready before the train starts its journey. This early check ensures that the onboard device has loaded the correct route data and movement authorities, that the communication with wayside systems is functioning, and that all safety checks are in place to enforce speed restrictions and authority when the train moves. Starting up at the terminal allows any issues to be found and fixed before departure, which is crucial because mid-route testing would be unsafe or impractical, awaiting a dispatcher request isn't how safety procedures are normally triggered, and never performing the test would leave the system unchecked for fundamental readiness.

5. Power transfers are limited to how many locomotives?

A. 20

B. 30

C. 25

D. 50

Power transfers focus on how much current the traction power system can reliably deliver to multiple locomotives from a single transfer point. Each locomotive draws power, so adding more locomotives increases total current, voltage drop along the supply, and heat in the transfer equipment. The system is designed with a maximum current rating to keep the voltage at every locomotive within tolerance and to prevent overheating or damage. That design limit, in this scenario, allows twenty-five locomotives. Fewer than that are still safe but underutilize capacity, while more than that would push the system beyond its rated capability, risking poor performance or equipment stress.

6. In an emergency, which device vents the brake pipe to atmosphere?

A. Vent valve

B. HEU beeper

C. EOT indicator

D. Vent valve or A-1 reduction relay valve

When an emergency occurs in an air brake system, the goal is to drop the brake pipe pressure to atmospheric so the brakes on every car apply. This rapid venting is done by the vent valve (often called the emergency vent valve), which opens and releases air from the brake pipe to the surrounding atmosphere. That drop in pressure causes the brake cylinders to activate and the train to slow or stop. The head-end-unit beeper is simply an alert device, the end-of-train indicator shows the last car's status, and while a reduction/relay valve helps regulate brake pipe pressure during normal operation, the actual emergency venting to atmosphere is accomplished by the vent valve.

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7. After putting the Isolation Switch in START/STOP/ISOLATE, what is the next step in engine start up?

A. Close the main battery switch

B. Check oil pressure

C. Set throttle

D. Engage governor

Powering the starter is the immediate next step. After you set the Isolation switch to START/STOP/ISOLATE, you must close the main battery switch to connect the battery to the starter motor so the engine can crank. Without this power connection, the starter won't turn the engine, and no other start-up checks (oil pressure, throttle setting, governor) can occur. Once cranking begins and oil pressure appears, you proceed with the remaining steps in the normal start sequence.

8. If you are securing a train on line of road with locomotives attached and forecast temperatures will not drop below 35F in the next 12 hours, what is the recommended action?

A. Shut down all locomotives

B. Leave the lead unit running when necessary to maintain the air supply but shut down all trailing units in the lead consist

C. Leave all units running

D. Move the train to a different line

The main idea is to maintain a reliable air brake supply while avoiding unnecessary idling. The brake system relies on a continuous supply of compressed air to keep the train ready to move or stop. In this scenario, temperatures aren't expected to drop below 35°F for the next 12 hours, so there's no freezing risk to the air lines. That means you don't need to keep every locomotive running to prevent air line freezes. You should keep only enough power to keep the air system charged, which is the lead unit's compressor. Running just the lead unit when needed preserves the air pressure in the brake pipe and keeps the train ready to release brakes if movement is ever required, while shutting down the trailing units saves fuel, reduces wear, and minimizes idle time. If air pressure starts to drop, you can bring additional units back online as needed. Moving the train or leaving all units running isn't necessary in this weather window, since the goal is to maintain air supply efficiently while the conditions don't threaten the air system.

9. Is a new Air Brake Test Notification form required for a 1,000 mile Inspection Test?

A. True

B. False

C. Not applicable

D. Only for certain trains

The key idea is when an extra form is needed for air brake testing versus just filing routine inspection results. A 1,000 mile inspection already includes the air brake test as part of the standard checks, and its results are documented on the inspection report. Because this is a routine, documented process, there's no separate Air Brake Test Notification form required for a 1,000 mile inspection. The form would come into play only if the test is non-routine—for example, after maintenance or if a defect is found and special testing or notification is needed. So the statement is false because routine inspections don't require that additional form. The other options don't fit because they imply conditions (always required, never needed, or tied to train type) that aren't part of the routine 1,000 mile inspection process.

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10. One purpose of the Main Reservoir besides storing compressed air is to

A. Cool the compressed air

B. Supply fuel to the engine

C. Power the braking system

D. Increase the air temperature

In an air brake system, the main reservoir does more than just store compressed air: it also conditions the air by cooling it as it sits in the tank. This cooling helps reduce moisture and gives the braking system a steadier, cooler supply of air, which improves brake performance and reliability. Supplying fuel to the engine or directly powering the braking system aren't roles of the reservoir, and increasing the air temperature would be undesirable.

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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://fitphase1.examzify.com

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

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