NORFOLK SOUTHERN PRACTICE TEST (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. How can crew members find out the location and type of detectors?

A. Through mobile applications

B. Observation while traveling

C. Division Timetable

D. Consulting the dispatcher

2. 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

3. For a Class I Brake Test, how many PSI are required on the rear car?

A. 50 PSI

B. 60 PSI

C. 70 PSI

D. 75 PSI

4. Where can you ride on a cut of cars?

A. Leading end of every car and trailing end of rear car

B. Middle of any car for greater stability

C. Only on the front car for safety

D. Trailing end of every car

5. A Track Authority remains in effect until which condition occurs?

A. It is cleared or voided

B. The train arrives at its destination

C. A new authority is issued

D. The crew switches trains

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6. What is the preferred action if there's a defect on one car after air hose issues?

A. Leave the entire train in place

B. Set out only the defective car

C. Inspect all connected cars

D. Continue the journey

7. If you are stopped by a hot box detector, what type of test should you perform after setting the car out?

A. Class I

B. Class II

C. Class III

D. Class IV

8. What is NOT a requirement for maintaining a written or electronic record in the cab of the locomotive?

A. Location of brake tests

B. Number of crew members

C. Location of cars with inoperative brakes

D. Total weight and train length

9. Which publication provides district-specific information for train operations?

A. Division Timetable

B. Operational Manual

C. Safety Guidelines

D. Track Inspection Report

10. What type of car would be used to haul a commodity that needs to be protected from the weather, like rolls of paper?

A. Flat car

B. Container car

C. Box car

D. Gondola

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Answers

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

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Explanations

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1. How can crew members find out the location and type of detectors?

A. Through mobile applications

B. Observation while traveling

C. Division Timetable

D. Consulting the dispatcher

Crew members can find out the location and type of detectors through the Division Timetable because this document provides essential information about the railway's infrastructure, including specific details regarding detectors along the route. The Division Timetable serves as a critical resource for crew members, containing data that helps them understand the layout of the tracks, scheduling information, and pertinent safety details necessary for efficient operation. While mobile applications and observation while traveling can potentially aid in determining the locations of some detectors, these methods may not provide comprehensive or reliable information. Additionally, consulting the dispatcher might give real-time information, but the Division Timetable remains the most formal and standardized source for understanding the specifics of the track infrastructure, including detectors.

2. 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.

3. For a Class I Brake Test, how many PSI are required on the rear car?

A. 50 PSI

B. 60 PSI

C. 70 PSI

D. 75 PSI

In a Class I Brake Test, the standard requirement for the air brake system is that a minimum of 75 pounds per square inch (PSI) must be established on the rear car. This is crucial to ensure that the air brake system is fully charged and operating effectively across the entire train. Establishing 75 PSI allows for sufficient pressure for proper brake application and ensures that all brakes on the train are functioning as intended. This is particularly important for safety and performance, as it confirms the integrity of the braking system throughout the length of the train. Lower PSI levels may not provide adequate braking power, potentially leading to issues in stopping capacity and overall safety. Therefore, maintaining this required PSI level is fundamental in conducting a Class I Brake Test successfully.

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4. Where can you ride on a cut of cars?

A. Leading end of every car and trailing end of rear car

B. Middle of any car for greater stability

C. Only on the front car for safety

D. Trailing end of every car

Riding on a cut of cars is permissible only at the leading end of every car and at the trailing end of the rear car. This practice ensures the safety and visibility necessary for individuals being transported, as these areas provide better access for communication with the crew and minimize the risk of falling off the train. The leading end of each car offers a vantage point that is crucial for observing train movements and signaling, while the trailing end of the last car serves as a safe point for those disembarking. It is important to understand that riding in the middle of any car or solely on the front car does not adhere to safety protocols, as these positions can hinder movement and visibility, making them riskier. Thus, determining the right locations for riding contributes significantly to both safety and effective operation on the tracks.

5. A Track Authority remains in effect until which condition occurs?

A. It is cleared or voided

B. The train arrives at its destination

C. A new authority is issued

D. The crew switches trains

A Track Authority remains in effect until it is cleared or voided because it is specifically designed to govern the movement of trains within a designated segment of track. The purpose of the Track Authority is to ensure safety and coordination on the railways by outlining the timeframe and boundaries within which a particular train can operate. Once the authority has been cleared or voided, it indicates that the specific conditions or requirements that were in place are no longer applicable, thereby ending the authority's validity. While other options may seem relevant in certain contexts, they do not specifically address the formal termination of the Track Authority. For instance, the arrival of a train at its destination does not automatically negate the Track Authority since there may be conditions still in effect, such as needing to switch tracks or further operations. Similarly, the issuance of a new authority or the switching of trains are actions that may occur independently of the current authority's status, but they are not definitive in determining the authority's validity. Therefore, the most accurate condition for the termination of a Track Authority is its being cleared or voided.

6. What is the preferred action if there's a defect on one car after air hose issues?

A. Leave the entire train in place

B. Set out only the defective car

C. Inspect all connected cars

D. Continue the journey

Setting out only the defective car is the preferred action if there's a defect on one car after experiencing air hose issues. This action serves several purposes. First, it ensures the safety and efficiency of the entire train operation. By removing the defective car from the train, the crew can address and resolve the specific issue without further complicating the situation with other cars. Additionally, this choice prevents any potential risk that a defective car might pose to the integrity of the train as a whole. Leaving the entire train in place or continuing the journey could lead to safety hazards or operational inefficiencies, especially if the defect might affect other cars. Similarly, inspecting all connected cars, while important in some situations, may not be necessary if the issue is clearly isolated to one car. This would also delay the journey unnecessarily. Therefore, by setting out the defective car, the crew takes decisive and responsible action to maintain the train's operational safety and integrity.

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7. If you are stopped by a hot box detector, what type of test should you perform after setting the car out?

A. Class I

B. Class II

C. Class III

D. Class IV

When a train is stopped by a hot box detector, it indicates that there may be an overheating issue with one of the wheel bearings on the train cars. After setting the affected car out of the train for further inspection, it is essential to conduct a Class III test. This type of test involves a thorough examination of critical components, such as wheel bearings and axles, to ensure safety before the car can continue its journey. A Class III test is specifically designed to closely scrutinize the areas that could be impacted by any potential overheating, thereby mitigating the risk of mechanical failure or accidents. This makes it the appropriate choice following a signal from a hot box detector, as the focus is on safety and maintaining operational integrity. In contrast, the other test classifications focus on different levels of inspection that may not be as intensive or appropriate for the immediate concerns raised by overheating indicators.

8. What is NOT a requirement for maintaining a written or electronic record in the cab of the locomotive?

A. Location of brake tests

B. Number of crew members

C. Location of cars with inoperative brakes

D. Total weight and train length

Recording the number of crew members in the cab of the locomotive is not a requirement for maintaining a written or electronic record. This is because operational and safety protocols focus more on track and vehicle safety, including the condition of the train and its components, rather than the personnel onboard. On the other hand, details such as the location of brake tests, the location of cars with inoperative brakes, and the total weight and train length are critical for ensuring safe train operation. These records play a vital role in addressing potential safety hazards and compliance with regulations. Tracking brake test locations helps ensure that all necessary safety checks have been completed. Recording the location of cars with inoperative brakes is essential for identifying and managing defective equipment. Additionally, knowing the total weight and train length is crucial for safe train handling and operational protocols, impacting how the train operates within different terrains and conditions.

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9. Which publication provides district-specific information for train operations?

A. Division Timetable

B. Operational Manual

C. Safety Guidelines

D. Track Inspection Report

The Division Timetable is the correct answer because it contains detailed information relevant to specific districts regarding train schedules, track configurations, and operational guidelines. This publication is crucial for train crews and dispatchers as it provides the necessary data to operate trains efficiently and safely within defined geographical areas. The timetable typically includes information on station stops, scheduled times, and even any local restrictions that may affect train operations. In contrast, the Operational Manual provides broader operational protocols that apply across the entire railroad rather than district-specific information. Safety Guidelines focus on safety practices and protocols but do not cover operational specifics for train schedules or routes. The Track Inspection Report is related to the condition and maintenance of tracks rather than operational details pertinent to train services in a district. Therefore, the Division Timetable stands out as the essential resource for district-specific train operation information.

10. What type of car would be used to haul a commodity that needs to be protected from the weather, like rolls of paper?

A. Flat car

B. Container car

C. Box car

D. Gondola

The choice of a box car for transporting commodities that need protection from the weather, such as rolls of paper, is appropriate due to its enclosed design. Box cars are fully enclosed freight cars with walls and a roof that effectively shield the cargo from rain, snow, wind, and other environmental factors. This is crucial for items like paper that can be damaged by moisture. In contrast, flat cars, which have no sides or roof, are typically used for heavy and large items where weather protection is not a concern. Container cars are designed to carry standard-sized shipping containers, which may provide some weather protection but aren't specifically designed for commodities like rolls of paper. Gondolas are open-top cars that allow for easy loading and unloading of bulk materials but offer no protection from the elements, making them unsuitable for weather-sensitive items. Thus, the box car is the best option for ensuring that the rolls of paper remain dry and intact during transport.

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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:

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

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