RAILROAD TRACK MAINTENANCE AND SAFETY STANDARDS UFC 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. Regarding six-hole joint bars, is it permissible to install only four bolts in the joint if there are two bolts in each rail end?

A. No, you must install all six bolts.

B. Yes, it is permissible.

C. The number of bolts does not matter.

D. Only if the joint bar is reinforced.

2. _____ is the intended increase in elevation of the outer rail above the inner rail in a curve.

A. Cant

B. Camber

C. Slope

D. Super elevation

3. When using a single-shoulder tie plate, on which side should the shoulder be placed?

A. Left

B. Top

C. Field

D. Back

4. Regarding inspecting special features such as turnouts, road crossings and bridges, which statement is correct?

A. They can be inspected without exiting the inspection vehicle.

B. They can be inspected only if a supervisor is present.

C. They require exiting the inspection vehicle to inspect safely.

D. They do not require any inspection.

5. Which item is not part of the standard frog dimensions?

A. Flangeway width

B. Flange way depth

C. Both width and depth

D. Rail length

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6. Rail shall not be _____.

A. Hammered

B. Flame cut

C. Bent by hand

D. Welded by machine

7. Select the appropriate operating restriction. Gage measurement of 55-1/2 inches.

A. no restriction

B. limited to yard track

C. no operation

D. stop movement until adjusted

8. A transverse fissure of 35% requires which restriction?

A. 10 mph speed restriction

B. Close to traffic

C. No restriction

D. Vertical clearance adequate

9. It is not necessary to keep derails clean and painted for visibility and operation as these devices are static and self-actuating.

A. True

B. False

C. Not Applicable

D. Unknown

10. Bolt hole cracks cannot be properly corrected by welding.

A. False

B. True

C. Sometimes

D. Not applicable

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Answers

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

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Explanations

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1. Regarding six-hole joint bars, is it permissible to install only four bolts in the joint if there are two bolts in each rail end?

A. No, you must install all six bolts.

B. Yes, it is permissible.

C. The number of bolts does not matter.

D. Only if the joint bar is reinforced.

The key idea is that a joint bar is secured to a rail end enough to resist the loads it will encounter, and that number of bolts is driven by the required clamping force rather than merely matching the hole count. If two bolts are used at each rail end, that arrangement provides the necessary clamping and resistance to movement for many service conditions. In that case, installing four bolts in total can meet the performance requirements, with the remaining holes left unused as long as the joint is properly seated, the bolts are correctly sized and torqued, and the joint is inspected for proper alignment. Additional bolts are not always required; they're used when higher clamping force is needed due to track conditions, speed, or other factors.

2. _____ is the intended increase in elevation of the outer rail above the inner rail in a curve.

A. Cant

B. Camber

C. Slope

D. Super elevation

Superelevation is the intentional crosslevel difference in a curve that raises the outer rail above the inner rail. This banking counteracts the centrifugal force on a moving train, helping to keep the wheels pressed firmly to the rails and improving stability and passenger comfort at design speed. Camber is a cross-slope for drainage, slope refers to a longitudinal grade along the track, and cant is a related term used in some contexts but the description given directly defines superelevation.

3. When using a single-shoulder tie plate, on which side should the shoulder be placed?

A. Left

B. Top

C. Field

D. Back

Placing the shoulder toward the field side is how a single-shoulder tie plate is intended to work. That field-side orientation acts as the stopping point that resists outward rail movement under loading, helping keep the rail from creeping away from the center of the track and maintaining proper gauge. It also ensures the rail base seats consistently on the tie plate with the ballast helping distribute the load. Other directional cues like left, top, or back aren't standardized for this purpose and can lead to inconsistent installation, whereas field side is the recognized side for this feature. The field side is the outer side of the track (away from the centerline), which is why the shoulder belongs there.

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4. Regarding inspecting special features such as turnouts, road crossings and bridges, which statement is correct?

A. They can be inspected without exiting the inspection vehicle.

B. They can be inspected only if a supervisor is present.

C. They require exiting the inspection vehicle to inspect safely.

D. They do not require any inspection.

Exiting the inspection vehicle is necessary because turnouts, road crossings, and bridges have moving parts, tight clearances, and potential hazards that can't be reliably assessed from inside the cab. On foot you can closely observe the turnout points and blades for proper alignment, inspect the frog area for damage or debris, check stock rails and fasteners, and verify that locking devices and switching mechanisms are functioning. For road crossings, you can examine the crossing panels and the approach rail for wear and proper operation; for bridges, you can look at bearings, deck condition, and signs of corrosion or damage. This close, hands-on inspection helps you spot issues that could lead to derailments or injuries and isn't something you can safely or accurately do from within the vehicle.

5. Which item is not part of the standard frog dimensions?

A. Flangeway width

B. Flange way depth

C. Both width and depth

D. Rail length

The main idea is that a frog's geometry is defined by the flangeway—the opening the wheel flange passes through. Standard frog dimensions include the flangeway width and the flangeway depth because these two measurements control how the wheel flange interacts with the crossing and ensure smooth, safe passage through the turnout. Rail length does not define the frog's crossing geometry; it's the length of the rail piece itself and varies with overall track layout, not with the frog's critical shaping. So, rail length is not part of the standard frog dimensions.

6. Rail shall not be _____.

A. Hammered

B. Flame cut

C. Bent by hand

D. Welded by machine

The key idea is protecting rail integrity from heat-related damage. Flame cutting uses a torch to burn away metal, which creates a heat-affected zone right at the cut. This heating and rapid cooling can alter the steel's microstructure, raise residual stresses, and make the edge more prone to cracking under the heavy, repetitive loads of train traffic. Because such defects can grow into a dangerous rail failure, flame cutting rails is not permitted. Safer cutting methods, like mechanical cutting or precision saw cuts, avoid introducing those heat-induced problems and keep the rail's strength and alignment intact. Welding, when done properly under established procedures, is a controlled repair method, whereas hammering by hand or bending by hand would risk deforming or weakening the rail. So, the form that rails must not take is flame cut.

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7. Select the appropriate operating restriction. Gage measurement of 55-1/2 inches.

A. no restriction

B. limited to yard track

C. no operation

D. stop movement until adjusted

When track gauge is out of tolerance, operations must be halted until the track is brought back to within safe limits. A gauge of 55-1/2 inches is significantly narrower than standard gauge (56-1/2 inches) and would leave wheels and rails misaligned, creating a real derailment risk and potential damage. Because the measurement indicates an unsafe condition, the correct action is to prohibit any movement on that track until adjustments are made and the gauge is verified as within spec. Once corrected, recheck the gauge before resuming operation.

8. A transverse fissure of 35% requires which restriction?

A. 10 mph speed restriction

B. Close to traffic

C. No restriction

D. Vertical clearance adequate

Evaluating rail defects uses the depth of a transverse fissure as the guide for action. The deeper the fissure relative to the rail head height, the more dangerous the defect, so more stringent restrictions are applied to reduce dynamic forces and keep the track safe until the defect can be repaired or the rail replaced. A transverse fissure at 35% depth is deep enough to pose a serious risk of crack growth or sudden failure under train loading. To minimize impact and give maintenance crews time to inspect and address the defect, the prescribed restriction is a very low speed limit of 10 mph. This reduces the forces on the damaged area and helps prevent catastrophic failure while the defect is managed. Choices such as no restriction, or restrictions unrelated to the defect (like vertical clearance), don't fit because a clear rail defect demands a speed control to protect trains and workers.

9. It is not necessary to keep derails clean and painted for visibility and operation as these devices are static and self-actuating.

A. True

B. False

C. Not Applicable

D. Unknown

Derails are fixed safety devices and must be clearly visible and able to function reliably. Even though they are stationary and designed to activate automatically when a wheel engages them, dirt, rust, or debris can hinder their movement or obscure them from sight. Regular cleaning and proper painting/marking ensure the device stands out to crews and inspectors and that its mechanism can operate freely when required. So, maintaining cleanliness and visibility is essential, making the statement false.

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10. Bolt hole cracks cannot be properly corrected by welding.

A. False

B. True

C. Sometimes

D. Not applicable

Bolt holes act as stress concentrators, so any crack there is a fatigue flaw that is difficult to fix reliably. Welding around a bolt hole introduces heat into the surrounding metal, creating a heat-affected zone and residual stresses. This can alter the material's microstructure, reduce ductility, and produce distortion around the hole. Under cyclic railway loading, these changes often become new sites for crack initiation or propagation, sometimes at the weld toe or within the welded region itself. The repaired area also tends to lose the precise geometry and fit needed for bolts, which can compromise fastening integrity. Because of these factors, a welded repair does not generally restore the original fatigue strength or reliability, and replacement of the component is the safer, standard practice. So the statement that bolt hole cracks cannot be properly corrected by welding is true.

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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://railroadtrackmaintsafetyufc.examzify.com

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

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