



**Training Course: MOW Training**  
**Passing Score: 85%**

**Exam: MOW Training**

**1. When used in relation to roadway worker safety, a qualified worker designated to direct or restrict the movement of trains, engines, or on-track equipment past a point on a track to provide on-track safety for roadway workers while engaged solely in performing that function is called a \_\_\_\_\_.**

- a. Brakeman
- b. Engineer
- c. Supervisor
- d. Flagman

**2. What term describes an individual roadway worker that is not being afforded on-track safety by another roadway worker and is not a member of a roadway work group or engaged in a Common task with another roadway worker?**

- a. Rail Worker
- b. Lone Worker
- c. Track Supervisor
- d. Trainmaster

**3. Which of the following defines a Controlled Track?**

- a. An auxiliary track
- b. An industrial track
- c. A track upon which all movements must be authorized by a dispatcher or control station
- d. A non-signaled track

**4. Regarding roadway workers, what does the term "Qualified" infer?**

- a. Worker has successfully completed the applicable portions of Roadway Workers Protection training
- b. Worker is a promoted conductor
- c. Worker is a promoted engineer
- d. Worker is a supervisor

**5. Which of the following describe a watchman/lookout?**

- a. A qualified worker designated to provide warning to roadway workers
- b. Must be properly equipped to provide visual and audible warnings
- c. Sole duty is to lookout for approaching trains, engines or other equipment
- d. All of these

**6. How many roadway workers will every roadway work group whose duties require fouling a track have designated to provide on-track safety for all members of the group?**

- a. four
- b. Two
- c. None
- d. One

**7. Must the designated person must be qualified on the rules prescribing protection for each individual in the group?**

- a. No
- b. Yes
- c. Only new employees must be qualified
- d. Only the foreman must be qualified



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**8. What must the designated person providing on-track safety for the group do before any member of a roadway work group fouls a track?**

- a. Call the Trainmaster
- b. Receive block authority
- c. Inform each roadway worker of the on-track safety methods to be used and followed
- d. Provide flag protection

**9. Should the on-track safety methods change during the work period, what must the designated person providing on-track safety for the group do?**

- a. Call the track Supervisor
- b. File a written report
- c. Nothing
- d. Inform each roadway worker of the change

**10. What must a lone worker do at the beginning of each work period?**

- a. Communicate with a supervisor or supervisor's designee to receive a job briefing
- b. All of these
- c. Advise supervisor or supervisor's designee of his itinerary
- d. Advise supervisor or supervisor's designee of the procedures he intends to use for on-track safety

**11. What must be done when a lone worker who is called out during off-duty hours anticipates that he will have to foul a track?**

- a. He must communicate with the rail worker who calls him out to effect a job briefing
- b. Advise the rail worker who calls him out of the rules he intends to use for on-track safety
- c. All of these
- d. Advise the rail worker who calls him out of his planned itinerary

**12. Who will have control over working limits for the purpose of establishing on-track safety?**

- a. Trainmasters
- b. Dispatchers
- c. Engineers
- d. Qualified roadway workers

**13. How many roadway worker may have control over working limits for the purpose of establishing on-track safety?**

- a. Four
- b. One
- c. Five
- d. Two

**14. May Train Approach Warning be used for protection of on-track equipment or for any track maintenance or construction that would interfere with the safe passage of trains and engines?**

- a. Yes
- b. No





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**15. How will roadway workers in a roadway work group who foul any track outside of working limits be given warning of approaching trains, engines or other railroad equipment?**

- a. By train dispatcher
- b. By train message
- c. By one or more watchmen/lookouts
- d. No warning is necessary

**16. When necessary to give a train approach warning, how much time must be allowed for roadway workers to move to and occupy a place of safety before a movement operating at maximum authorized speed on that track can pass the location of the roadway worker?**

- a. Sufficient time to move to a place of safety but not less than 15 seconds
- b. Two minutes
- c. Sufficient time, there is no minimum
- d. 30 seconds

**17. What is the responsibility of every roadway worker who depends upon train approach warning for on-track safety?**

- a. Worker must have Blue Signal protection
- b. Worker must remain clear of track at all times
- c. Worker must maintain a position that will enable him to receive a train approach warning
- d. All of these

**18. What type on-track safety protection may be used, as prescribed by the rule, by a lone worker who fouls a track while performing routine inspection or minor correction work?**

- a. Blue Signal Protection
- b. Excepted Track Protection
- c. Portable derails placed 50 feet on either side of the repair work
- d. Individual Train Detection

**19. When may Individual Train Detection be used to establish on-track safety?**

- a. By a lone worker qualified to do so
- b. While performing routine inspection and/or minor correction work
- c. On a track outside the limits of a manual interlocking
- d. All of these

**20. Under which of the following conditions can Individual Train Detection be used to establish on-track safety?**

- a. All of these
- b. On a track outside the limits of a remotely controlled hump yard facility
- c. Where no power tools or roadway machines are being used in a manner that impairs hearing
- d. Where the ability of the lone worker to hear and see approaching railroad movements is not impaired



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**21. A method of establishing on-track safety by warning roadway workers of the approach of trains, engines, or other railroad equipment in ample time for them to move to, or remain, in a place of safety is called \_\_\_\_\_.**

- a. Centralized traffic control
- b. Automatic Block system
- c. Train approach warning
- d. Direct traffic control

**22. "A segment of track with definite boundaries established in accordance with the rules, upon which trains, engines, or other railroad equipment may operate only as authorized by the roadway worker having control over that defined segment of track" is the definition of \_\_\_\_\_.**

- a. Controlled track
- b. Non-controlled track
- c. A Direct Traffic Control block
- d. Working Limits

**23. How may "Working Limits" be established?**

- a. Exclusive track occupancy
- b. Inaccessible track
- c. Either of these is correct

**24. Which of the following are Roadway Protection Safety Rules?**

- a. Roadway workers will not foul a track unless necessary in the performance of duty
- b. Roadway workers are responsible for ascertaining on-track safety is provided before fouling a track
- c. Both of these

**25. When a roadway worker is assigned duties that require fouling a track, with what will he be provided?**

- a. A job briefing
- b. A BTC 100
- c. A Direct Traffic Control block
- d. A hi-rail equipped vehicle

**26. When a roadway worker is required to foul a track, what must his job briefing include?**

- a. Information on the means by which on-track safety is to be afforded
- b. Instruction on the on-track safety procedures to be followed
- c. Both of these

**27. What must be done before working limits are released for the operation of trains, engines or other railroad equipment?**

- a. Te train dispatcher must be notified
- b. All affected roadway workers must be notified
- c. Flagman must be recalled
- d. Equipment must be secured with a tamper proof locking device



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**28. How must working limits on Controlled Track be protected?**

- a. As prescribed by the rules for Controlled Track authority
- b. As prescribed by the rules for Absolute Block authority
- c. As prescribed by the rules for Exclusive Track Occupancy
- d. All of these apply

**29. How may routine inspection and minor corrective work be made on a main track within yard limits and on yard running tracks, switching leads, and similar auxiliary tracks?**

- a. Under authority of the dispatcher
- b. Under authority of the yardmaster
- c. Authority of designated rail worker responsible for directing train and engine movements in the area
- d. Any one of these is correct

**30. When may authority for routine inspection and minor corrective work on a main track within yard limits and on yard running tracks, switching leads, and similar auxiliary tracks be given?**

- a. Authorization is not necessary within yard limits
- b. Immediately upon request
- c. Protection must be established by withholding authority for the operation of conflicting movements
- d. None of these are correct

**31. A method of establishing work limits on controlled track in which movement authority of trains, engines, or other railroad equipment is withheld by the dispatcher or control station, or restricted by flagman as prescribed by the rules is called \_\_\_\_\_.**

- a. Occupied Block
- b. Centralized Traffic Control
- c. Definite Train Location
- d. Direct Traffic Control

**32. What is the definition of "adjacent tracks?"**

- a. Two or more tracks with track centers spaced less than 50 feet apart
- b. Two or more tracks with track centers spaced less than 40 feet apart
- c. Two or more tracks with track centers spaced less than 65 feet apart
- d. Two or more tracks with track centers spaced less than 25 feet apart

**33. May watchmen/lookouts assigned to provide train approach warning be assigned or perform any other duties while functioning as watchmen/lookouts?**

- a. Yes
- b. No

**34. How must the extent of working limits established as inaccessible track be defined?**

- a. A flagman with instructions and capability to hold all trains, engines, or other railroad equipment
- b. Any of these are correct
- c. A discontinuity in the track that precludes passage of trains, engines, or other railroad equipment
- d. A hand-operated switch or derail aligned to prevent access to the working limits and secured



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**35. Any person employed by the company in any capacity, who is performing work directly related to the movement of rail equipment is referred to by what term?**

- a. "Rail Worker"
- b. "Equipment Operator"
- c. "Supervisor"
- d. "Engineer"