

Student

Name: STACK,ROBERT,L

Employee ID: [REDACTED]

Racf ID: [REDACTED]

Employee Type: T&E employee /
Noncontract employees

Employee Certification: Engineer /
Conductor

Proctor

Racf ID: [REDACTED]

Employee ID: [REDACTED]

Test Details

ID: 1524

Test: Operating and Safety Rules Exam

Date: 01-18-2023 14:21

Results by Category

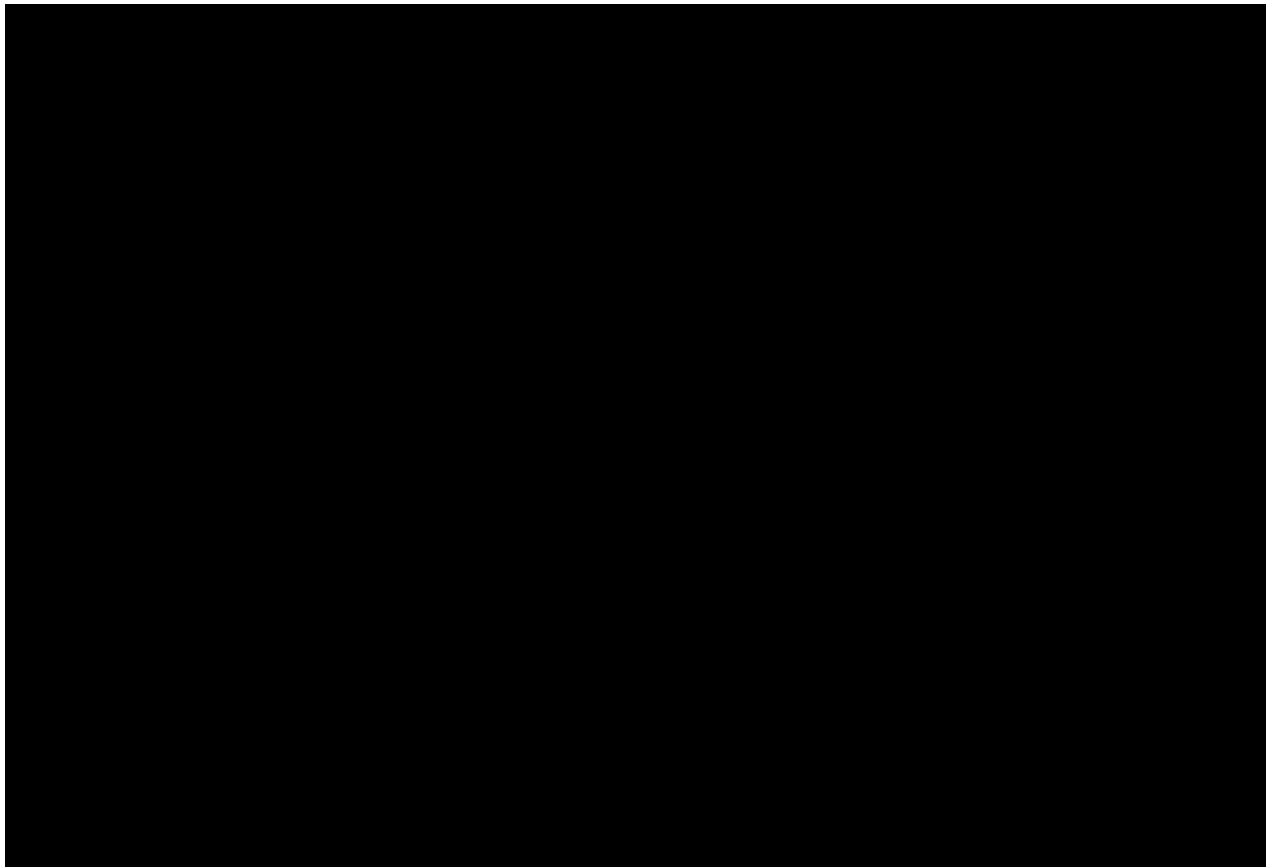
Operating and Safety Rules Exam

Passing Grade 80%

Actual 86.0%

Passed

Operating and Safety Rules Exam



Operating and Safety Rules Exam

19. In 261 double-track territory, Train 17M announces it has brakes in emergency Westbound on Main Track #2 at CP Howell. Train 119 is travelling Westbound on the adjacent track, and hears 17M's radio announcement. How must Train 119 proceed? (OR 111)
- a. Train 119 must operate at Restricted Speed until the leading end reaches the next signal.
 - b. Train 119 must operate at Restricted Speed while passing Train 17M until it's determined that the track is clear.
 - c. Train 119 may proceed on signal indication at authorized speed past 17M.

Operating and Safety Rules Exam

26. Train 185 with 170 cars, 12,900 tons and pusher service attached in power experiences an emergency brake application at 29 MPH. Train 185 is not a key train and is not in a turnout or crossover. If the brake pipe pressure restores on the rear, would a visual inspection of Train 185 be required? Why? (OR 113)

- a. Yes, a visual inspection is required due to Train 185 having pusher service in power mode.
- b. No, a visual inspection is not required because excessive power is not required to start and keep the train moving.
- c. No, a visual inspection is not required because the emergency brake application occurred at a speed above 25 MPH, and the train is not a Key Train.
- d. Yes, a visual inspection is required for all trains that experience an emergency brake application.

29. All employees must have all personal electronic devices, including earpieces, smart watches, and fitness trackers turned off and stored out of sight and not on the employees person: (OR 5)

- a. When on a moving train or engine.
- b. When in the foul of the track or within 4 feet of the nearest rail.
- c. During a Job Briefing in the yard office.
- d. Within the Network Operations Center (NOC), dispatcher work stations, and operator and yardmaster offices.
- e. When operating On-Track equipment on the rail.

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Proctor

Racf ID: [REDACTED]

Employee ID: [REDACTED]

Test Details

ID: 1329

Test: NS-1 Rules Exam for Engineers

Date: 01-18-2023 14:54

Results by Category

NS-1 Rules Exam for Engineers

Passing Grade 80%

Actual 80.0%

Passed

NS-1 Rules Exam for Engineers

1. NS-1 Rules In which situations are you NOT allowed to perform a running release of the train brakes?

a. When the total brake reduction was less than 10 psi (unless Distributed Power in use)

b. Following a penalty brake application

c. Following an emergency brake application

d. When train speed is below 10 mph ✓

2. NS-1 Rules For a locomotive speed indicator to be considered accurate it must be within _____ at speeds between 10 and 30 mph

a. plus/minus 5 mph

b. plus/minus 3 mph

c. plus/minus 10 mph

d. plus/minus 2 mph

NS-1 Rules Exam for Engineers

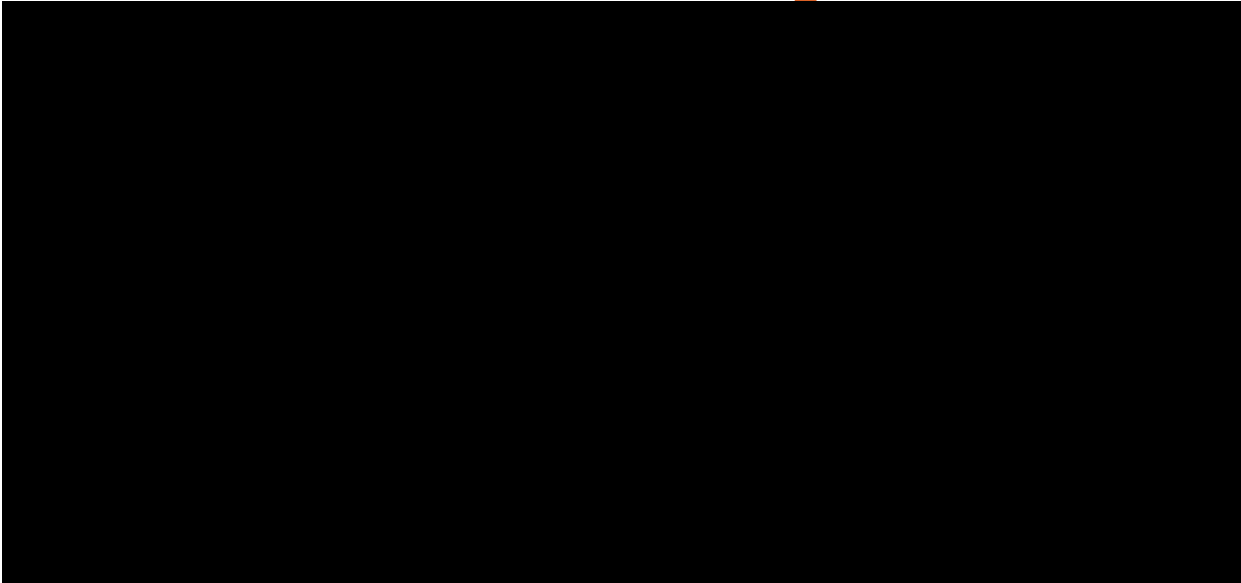


14. NS-1 Rules When slowing or stopping a train using the Automatic Brake, what procedure would you use?
- a. Make a 10 psi reduction, then make additional reductions of 2 to 3 psi to further slow or stop train
 - b. Make the desired total reduction in one movement with the Automatic Brake
 - c. Make a Minimum Reduction, then make additional reductions of 2 to 3 psi to further slow or stop train
 - d. Make a Full Service brake application, then release when ready



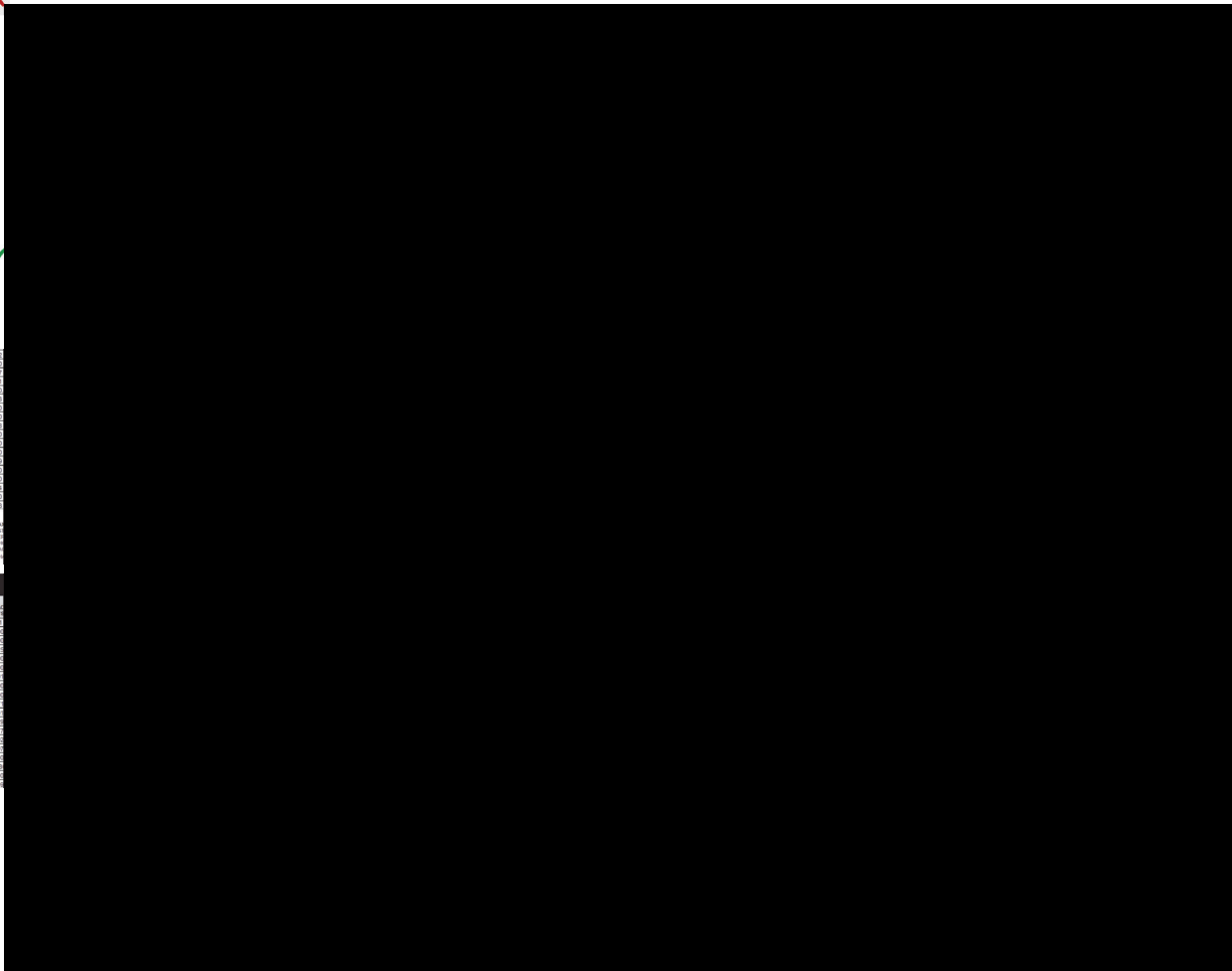
16. NS-1 Rules You are operating a freight train that is 6400 feet in length and make an automatic brake application to slow for a curve restriction. Can you make a running release of the brakes?
- a. Yes, provided the dynamic brake is being used fully at the time of release
 - b. Yes, if the reduction was less than 15 pounds and the speed is greater than 35 MPH
 - c. No, the train must be stopped before the brakes are released unless the terrain is such that it will allow the slack condition to remain constant during release
 - d. Yes, if the train is not moving through a turnout or crossover

NS-1 Rules Exam for Engineers



19. NS-1 Rules You made a 12 psi reduction with the Automatic Brake while performing a Running Release. Prior to the system recharging you need to reapply the Automatic Brake. What reduction, at a minimum, are you required to make?

- a. Minimum reduction
- b. 12 psi
- c. 15 psi
- d. 9 psi



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Employee Certification: Engineer /
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Proctor

Racf ID: [REDACTED]

Employee ID: [REDACTED]

Test Details

ID: 1349

Test: Conrail Signals Exam

Date: 01-18-2023 15:16

Results by Category

Conrail Signals Exam

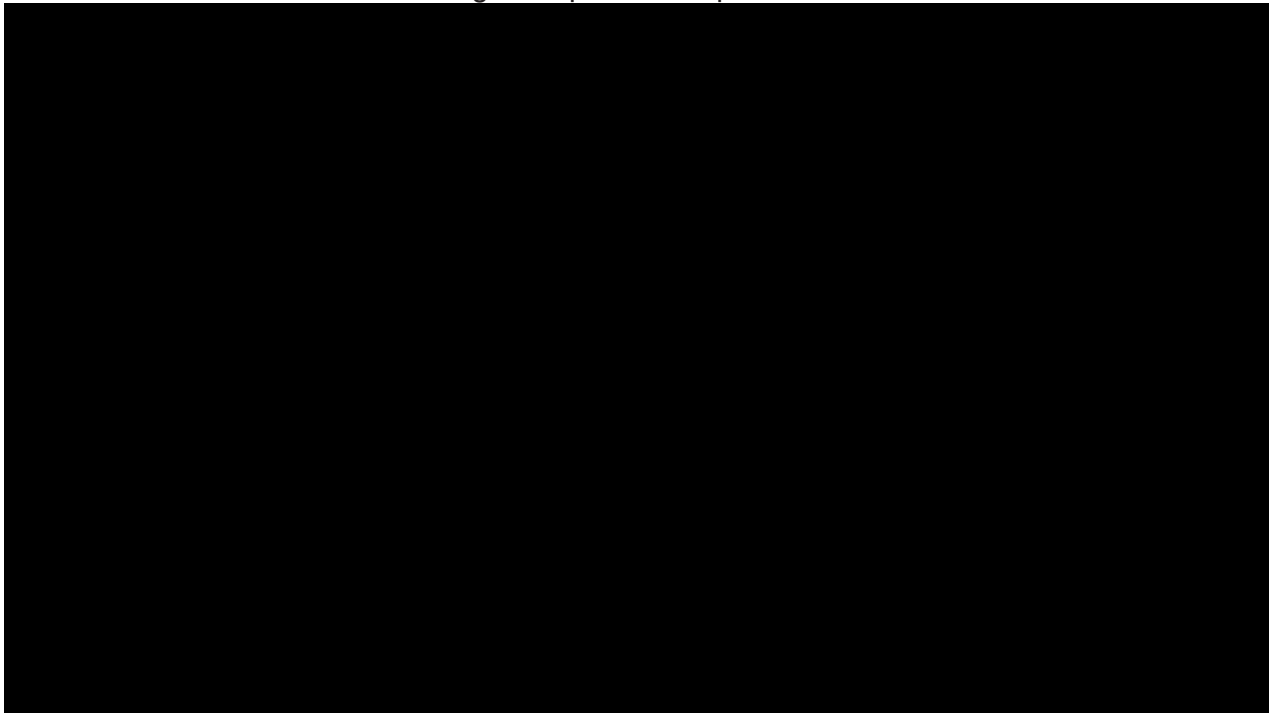
Passing Grade 90%

Actual 95.0%

Passed

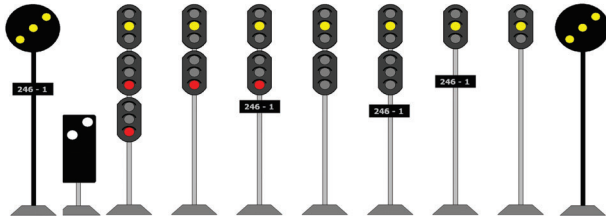
Conrail Signals Exam

- 1. What is the indication for the signal aspect in the picture?



Conrail Signals Exam

11. What is the indication for the signal aspect in the picture?



a. Proceed prepared to stop at next signal. Slow Speed applies until entire train clears all interlocking, controlled point or spring switches, then Medium Speed applies.

b. Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must at once reduce to that speed.

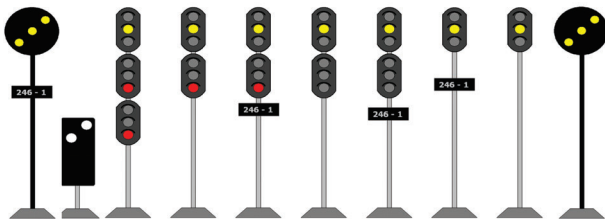
NOTE: Does not convey block or track information.

c. Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must at once reduce to that speed.

d. Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the Medium Approach signal is clearly visible.

Conrail Signals Exam

16. What is the name of the signal aspect in the picture?

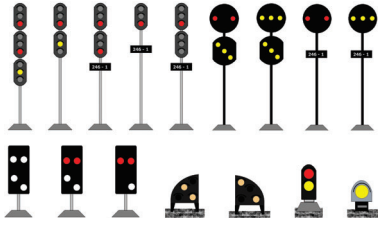


- a. Slow Approach
- b. Medium Approach
- c. Approach
- d. Restricting

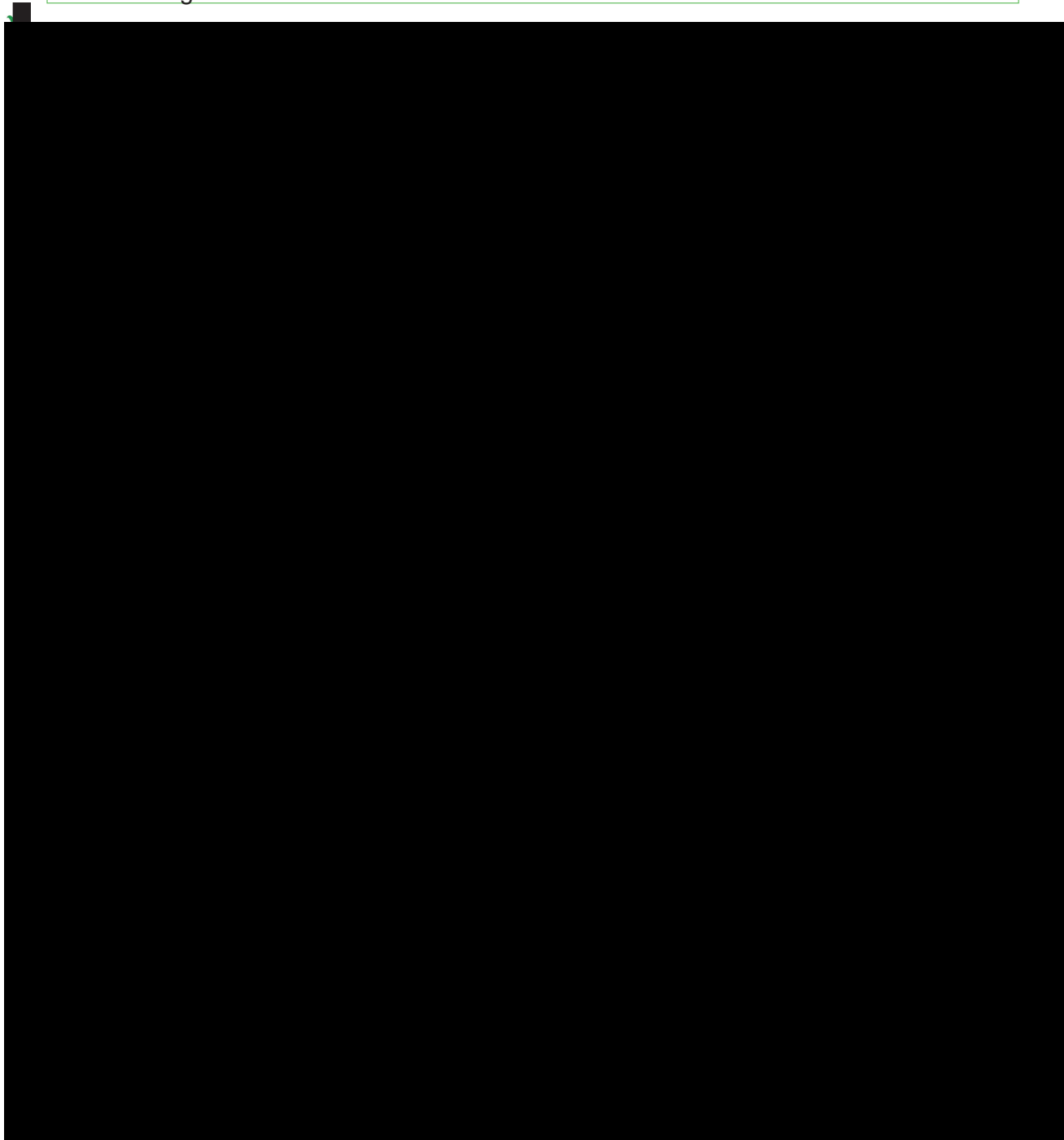
Conrail Signals Exam



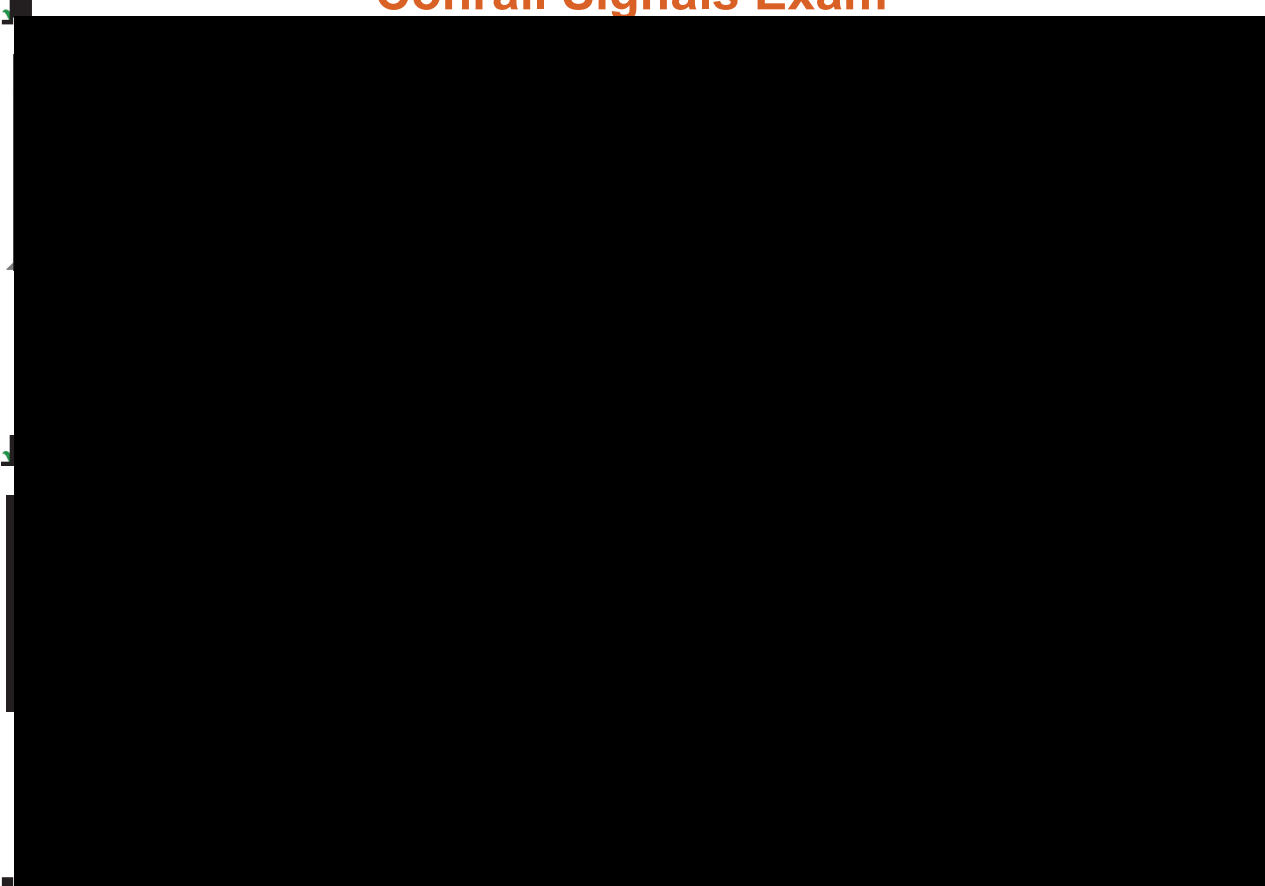
21. What is the name of the signal aspect in the picture?



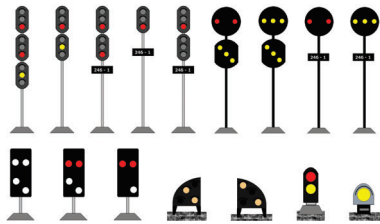
- a. Slow Clear
- b. Slow Approach
- c. Stop
- d. Restricting



Conrail Signals Exam



37. What is the indication for the signal aspect in the picture?



a. Proceed prepared to stop at next signal. Slow Speed applies until entire train clears all interlocking, controlled point or spring switches, then Medium Speed applies.

b. Proceed prepared to stop at next signal. Slow Speed applies until entire train clears all interlocking, controlled point or s

c. Proceed at Restricted Speed until the entire train has cleared all interlocking, controlled point and spring switches (if signal is an interlocking or controlled point signal) and the leading end has:

1. Passed a more favorable fixed signal,

Or

2. Entered Rule 171 territory.

In CSS territory, trains with operative cab signals must not increase speed until the train has run 1 train length past a location where a more favorable cab signal was received.

d. Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must at once reduce to that speed.

NOTE: Does not convey block or track information.

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Racf ID: [REDACTED]

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Employee ID: [REDACTED]

Test Details

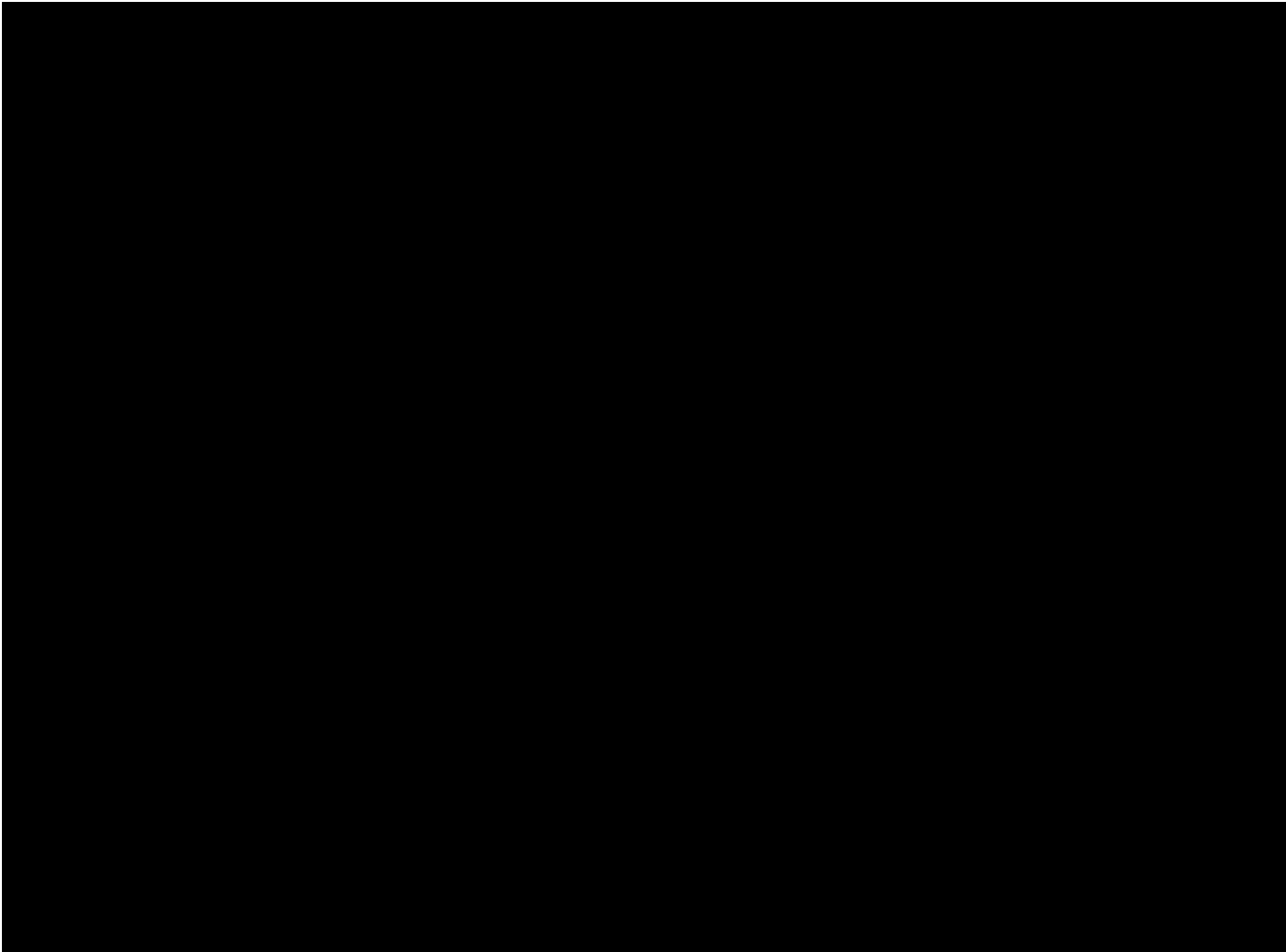
ID: 1200

Test: Keystone Allentown to North Jersey
Terminal Physical Characteristics Test

Date: 01-18-2023 16:01

Results by Category

Keystone Allentown to North Jersey Terminal Physical Characteristics Test **Passing Grade** 85% **Actual** 100.0% **Passed**



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Name: STACK,ROBERT,L

Employee ID: [REDACTED]

Racf ID: [REDACTED]

Employee Type: T&E employee /
Noncontract employees

Employee Certification: Engineer /
Conductor

Proctor

Racf ID: tsrne

Employee ID: [REDACTED]

Test Details

ID: 1197

Test: Keystone Allentown Physical
Characteristics Test

Date: 01-18-2023 16:12

Results by Category

Keystone Allentown Physical
Characteristics Test

Passing Grade 85%

Actual 100.0%

Passed

