

Test Passed

Employee

ID: [REDACTED]

Name: GORDON WANYEK

Test

Test ID: 46574

Test: 2019 T&E Operating Rules Exam

Test Sitting

Date: 7/22/2021 3:48:13 PM

Location: Conneaut, OH

Division: Pittsburgh

Department: Transportation

Results by Category

NS Operating Rules	Passing Grade 90%	100%	Passed
HM-1 Hazardous Materials Instructions For Rail	Passing Grade 90%	100%	Passed
Engineer Certification	Passing Grade 90%	100%	Passed
Cardinal Rules	Passing Grade 100%	100%	Passed
NW Signals	Passing Grade 100%	100%	Passed
Conrail Signals	Passing Grade 100%	100%	Passed

NS Operating Rules

- ✓ 1. How far in advance of a meeting or waiting point must the Conductor remind the Engineer that their authority to proceed is restricted?
- a. One and one-half miles.
 - b. At least two miles. ✓
OR 177
 - c. Two and one-half miles.
 - d. At least one mile.
- ✓ 2. Which of the following examples constitutes an imperfectly displayed signal aspect and what action is required?
- a. A crossing gate broken or missing. Report the condition to the Control Station.
 - b. A clear signal aspect displayed leading into a block occupied by a train. Proceed at restricted speed.
 - c. A stop signal aspect displayed after receiving a clear signal indication to enter the previous block. Report the condition to the Control Station.
 - d. A white light displayed where a colored light should be. Regard as the most restrictive indication and report the condition to the Control Station. ✓
OR 288
- ✓ 3. Inspection verifying the release of the air brakes on each freight car during a Class I brake test may be conducted by a "roll-by" inspection at a speed not to exceed:
- a. 5 MPH.
 - b. 10 MPH. ✓
NS-1 A-6
 - c. 15 MPH.
 - d. A roll by may not be performed.
- ✓ 4. Each train and each car in the train must be given a Class I brake inspection and test by a qualified person where a train has been off air for a period of more than _____ hours.
- a. 6
 - b. 8
 - c. 4 ✓
NS-1 A-6

2019 T&E Operating Rules Exam (Test ID 46574)

✓9. The following sign indicates that you are about to pass the designated distant signal that governs the approach to an automatic interlocking. Trains or engines must proceed prepared to stop approaching an automatic interlocking-railroad crossing at grade when:

- Stopped while approaching or after passing the designated distant signal.
- Moving less than ____ MPH approaching or after passing the designated distant signal.



- a. 10
- b. 15
- c. 20
- d. 25 ✓

OR 280

✓10. Which of the following types of trains must be stopped and inspected when a detector failure message is received?

- a. Key trains. ✓
- b. Any train not passing over the final detector before the train's terminating point
- c. Solid unit bulk commodity trains.
- d. Any train carrying hazardous materials.

2019 T&E Operating Rules Exam (Test ID 46574)

✓ 43. Train 111 operates over a detector but does not receive a message. The crew immediately requests a repeat of the detector voice message by entering 001# on the radio keypad, but a retransmission of the message is not provided. What actions must the crew take?

- a. Both (b) and (c) ✓
Operating Rule 149
- b. Immediately contact the Wayside Detector Help Desk and comply with information provided by the Help Desk.
- c. Proceed on existing authority not to exceed 30 MPH and immediately notify the train dispatcher
- d. Proceed to the next detector and be governed by the next detectors message

✓ 44. The Engineer and Conductor of Train 375, operating eastward on Main 1 in 261 territory, observe two Signal Maintainers in position to inspect both sides of their train when they arrive at and pass the signal bungalow. The Signal Maintainers acknowledge Train 375's approach with a proceed hand signal before the Engineer begins to sound the required succession of short blasts on the horn. Noting the Signal Maintainers have acknowledged the approach of Train 375, is the Engineer still required to sound Locomotive Horn Signal?

- a. Yes ✓
OR 70
- b. No

✓ 45. A train receives a "NO DEFECTS" message from a detector prior to clearing the detector.

-The train is not a Key Train or Passenger Train.

-There is no erratic operation of the train.

-The previous detector over which the train passed detected "NO DEFECTS".

After notifying the train dispatcher/control operator and the Help Desk of the detector failure, how may the train proceed?

- a. This train may NOT proceed. It must be stopped and inspected.
- b. This train may proceed, in accordance with existing authority, at authorized speed to the next detector.
- c. This train may proceed, in accordance with existing authority, at a speed not to exceed 30 MPH to the next detector. ✓
OR 149
- d. This train may proceed at a speed not to exceed 30 MPH to the next siding, double track, or yard location where it must be stopped and inspected.

✓ 46. While shoving into a track where Shove Lights are being used, the crewmember directing the shove movement must communicate with the Engineer/RCO at least every ____ car lengths during the shove.

- a. 10
- b. 20 ✓
OR 219
- c. 30
- d. 5

✓ 47. Train 186 is operating with the PTC system active and is required to perform work events (set-out and pick-up) at Irwin Yard. In addition to making all movements at Restricted Speed, what is required of the engineer prior to performing the work events concerning the PTC system?

- a. Contact the PTC help desk for permission to perform the work events.
- b. Contact the train dispatcher for permission to cut out the PTC system to perform the work events, then re-initialize the PTC system and input the new train consist information.
- c. Perform the work events with the PTC System active and update the train consist after the work has been completed.
- d. Set the PTC System to Restricted Mode. After completing the work events and prior to departing the location, accurately input train consist updates, track, and timetable direction and exit Restricted Mode. ✓
OR 418

Test Passed

Employee

ID: [REDACTED]

Name: ZACHARY MUCCI

Test

Test ID: 46574

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Test Sitting

Date: 7/20/2021 11:33:17 AM

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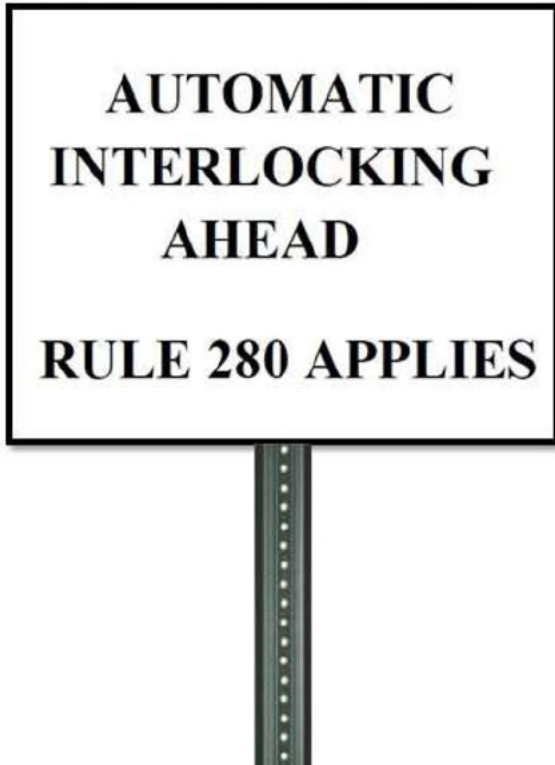
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NS-1 A-6
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