Name (Optional): _____

Date: _____

Exam Section 1: PLS Operating Rules (Safety Rules Assessment)

1. Either couplers AND safety chains or drawbars must be used between locomotives and all cars of a train. All safety chains must have welded links and have a minimum stock diameter of 0.110 inch. Trains operated on the multi-gauge loop may use smaller, appropriately sized chain.

   True False

2. ***PRIOR*** to movement of a train equipped with brakes, the engineer must perform a
   a) standing brake test
   b) running brake test

3. During initial movement of a train equipped with brakes, the engineer must perform a
   a) standing brake test
   b) running brake test

4. When a train is to be left unattended, its engineer must
   a) be allowed to rest
   b) apply the train brakes (if equipped)
   c) apply locomotive parking brake (if equipped)
   d) chock wheels (optional)
   e) disable propulsion
   f) b, c, d, e

5. An engineer must control his/her train speed that will permit it to slow or stop safely to comply with signal indications or other trains occupying the track ahead. Speed should also be adjusted downward to compensate for downgrades, curves and slippery rail conditions.

   True False

6. Restricted Speed is
   a) 25 miles per hour
   b) 15 miles per hour
   c) 5 miles per hour
   d) a speed that permits stopping within one half the range of vision short of other trains or equipment occupying or fouling the track, obstructions, switches not properly lined for movement, any signal requiring a stop

7. Restricted Speed applies on all Yard tracks

   True False

8. When preceded by a conductor or appointed flagman, is a reverse movement on a main track permitted?

   Yes No

9. Reverse movements must be preceded by
   a) Any bystander
   b) Any passenger
   c) The conductor or an appointed flagman

10. The conductor or appointed flagman must control the reverse movement using verbal/radio communications or hand signals to the engineer, maintain 50 feet between him/herself and the rear of the train and be prepared to stop any following train.

    True False

11. During a reverse move, if communications between the engineer and conductor/flagman are lost, the reverse move
    a) may continue
    b) must stop

12. During a reverse move, if any instruction from the conductor/flagman to the engineer is not understood, the reverse move
    a) may continue
    b) must stop

13. If a train is remotely controllable, the engineer may also act as the conductor/flagman during a reverse move.

    True False

14. When approaching a public crossing at grade, the engineer must
    a) make a safety stop before occupying the crossing
    b) sound the engine whistle or horn (2 long, 1 short, 1 long)
    c) If equipped, sound the engine bell
    d) b,c
    e) do nothing

15. Trains must not stop on bridges or in tunnels except when complying with signal indication or in an emergency.

    True False

16. When operating at night,
    a) a train must have a working headlight with at least a 25-foot projection
    b) a train must have a red marker light on the end of the train
    c) a,b
    d) a train may operate in stealth mode

17. Any train with passengers occupying more than 2 cars or with more than 6 total passengers MUST have a qualified conductor on the last riding car to insure passenger safety.

    True False

18. Engineers and Conductors may discharge a passenger
    a) If the engineer or conductor doesn't like the passenger
    b) If the passenger violates a safety rule
    c) If the passenger's behavior is unruly
    d) b,c

19. When operating a train at normal speed, the engineer
    a) should enjoy the scenery
    b) should say hello to bystanders
    c) must remain vigilant looking out for stopped, disabled or derailed trains on adjacent tracks, MOW workers, pedestrians or obstructions fouling the track
    d) should make every attempt to slow or stop in advance of such situations in part c
    e) c,d

20. While at the controls of a train,
    a) cell phone usage is encouraged
    b) cell phone usage is prohibited

21. Trains may trail through any powered or manual switch not lined for the movement without damaging the switch.

    True False

22. Trains stopping on any switch that was NOT lined for the movement must not take slack or reverse until the switch is manually lined or blocked & spiked.

    True False

Exam Section 2: PLS Railroad Territory (7¼" Line)

23. If a member/visitor engineer is unfamiliar with the PLS Railroad territory AND the PLS signal system, he/she must
    a) Take their best shot
    b) Ride with a member that ***IS*** familiar with the RR and signal system until the member/visitor engineer becomes familiar

24. The Main Track Rule in Effect between **RAHNS** and **MTOS** on the Main track is
    a) 80
    b) 90
    c) 251E
    d) 100

25. The Yard Track Rule in Effect on all yard tracks is
    a) 80
    b) 90
    c) 251E
    d) There are no rules in the yard

26. When ready to depart Rahns passenger station, (Special Instruction SI-1)
    a) remain in the station until the **RAHNS** signal displays a proceed aspect
    b) pull up to the yellow cross tie and wait for the **RAHNS** signal to display a proceed aspect
    c) ignore the signal completely and proceed

27. Does the **W. MURPHY** signal convey block occupancy? (Special Instruction SI-2)

    Yes No

28. Trains approaching the merge of the 4¾" main track and the 7¼" back lead where it becomes the dual gauge back lead adjacent to Bldg. #6 must operate at
    a) normal speed
    b) restricted speed

Exam Section 3: PLS Signal System

29. The PLS Signal System is
    a) a fully automatic block occupancy detection system
    b) a dispatcher-controlled block occupancy detection system

30. The PLS Signal System controls traffic in
    a) a westward direction (Rule 251W)
    b) an eastward direction (Rule 251E)
    c) both an eastward AND westward direction (Rule 261)

31. What are the 2 ***Types*** of signals?
    a) absolute & permissive
    b) black & white
    c) who cares?

32. How many signal “heads” can an absolute signal have?
    a) 1
    b) 2
    c) 3
    d) 2 or 3

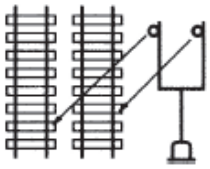
33. All ***interlocking*** signals are of what ***Type***?
    a) absolute
    b) permissive

34. If all the “heads” of an ***interlocking*** signal are displaying a red aspect, a train must
    a) stop, then proceed at Restricted Speed
    b) stop and remain stopped until a more favorable signal is displayed

35. Some interlockings have push buttons or toggle switches in advance of the signal and adjacent to the track. Their purpose is to
    a) make the railroad more attractive looking
    b) prevent stringlining
    c) permit the engineer to select a diverging route

36. Where signals are located on a “goal” post bracket displaying aspects for 2 tracks, the right-hand signal governs the track to the right and the left-hand signal governs the track to the left.

True False

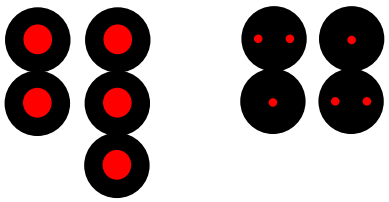


37. If any signal is imperfectly displayed (one or more signal “heads” are dark or an invalid aspect is displayed),

a) the signal must be regarded as the most restrictive indication that can be given by that signal
b) if only one indication is possible, this indication will govern
c) if more than one indication is possible, and it can be determined that all possible indications are more favorable than “Stop & Proceed”, trains may proceed at Restricted Speed
d) all of the above

38. Match the Name and Indication to each signal's aspect (use letters A through G as answers)

	NAME	***INDICATION***
A	Clear	Proceed
B	Diverging Approach	Proceed through the diverging route prepared to stop at the next signal
C	Restricting	Proceed at Restricted Speed
D	Stop and Proceed	Stop, then proceed at Restricted Speed
E	Diverging Clear	Proceed through the diverging route
F	Approach	Proceed prepared to stop at the next signal
G	Stop Signal	Stop



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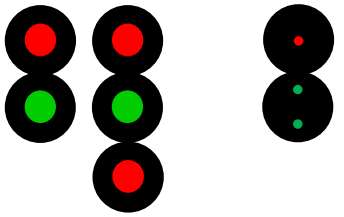

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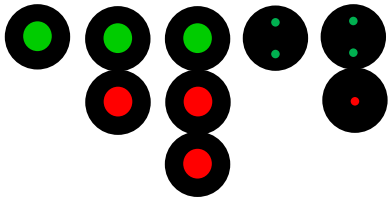

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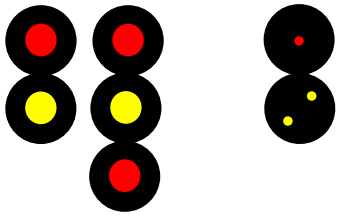

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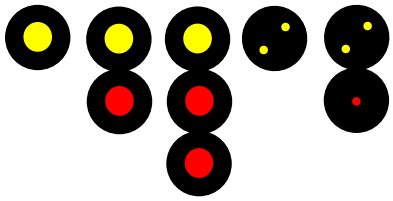

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