

# Alaska Railroad Course Evaluation

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Please fill out the information below.

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**1. What is your first priority when working on Alaska Railroad?**

- A. Production
- B. Safety
- C. Quality
- D. Project deadline

**2. 58.1 The purpose of On Track Safety is to:**

- A. Prevent derailments.
- B. Increase MOW work window.
- C. Prevent injuries to roadway workers from being struck by trains and equipment.
- D. Justify the acquisition of more MOW flagging materials.

**3. 58.1 On Track Safety assures:**

- A. The tracks are safe from hazards.
- B. Trains are safely operated.
- C. The freedom from the danger of being stuck by a moving train or other railroad equipment.
- D. None of the above.

**4. 58.10 Roadway workers are defined as:**

- A. All railroad employees who work under the direction of a foreman or supervisor.
- B. All railroad employees who foul any track.
- C. All railroad employees, or railroad contractors, who inspect, maintain, or construct any part of the roadway.
- D. None of the above.

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5. **58.3.1 A roadway worker must not foul a track except when necessary in the performance of duty. Before fouling any track, a roadway worker must:**
- A. Be trained in Roadway Worker Protection.
  - B. Participate in a Job Briefing.
  - C. Know that On-Track-Safety is being provided.
  - D. All of the above.
6. **58.10 Employees/contractors may not work or operate equipment within distance from the nearest rail without providing OTS:**
- A. 4 feet
  - B. 7 feet
  - C. 15 feet
  - D. 20 feet
7. **58.10 A roadway worker is considered to be fouling the track when:**
- A. Operating on-track equipment anywhere on railroad right-of-way.
  - B. Within 4 feet of the nearest rail of any track.
  - C. Within 7 feet of the nearest rail of any track.
  - D. Inspecting wide loads within 20 feet of the center of the nearest track.
8. **58.2.1 A contractor working within 4 feet of the nearest rail must:**
- A. Work under the direction of an EIC.
  - B. Have a job briefing.
  - C. Have OTS provided.
  - D. All of the above.
9. **58.10 "Inaccessible track" is track which:**
- A. Is non-controlled and upon which work limits are established.
  - B. Is controlled and upon which work limits are established
  - C. Is blocked by obstruction such as snow and ice.
  - D. May be used by trains and machinery if caution is taken.
10. **58.10 "Exclusive Track Occupancy":**
- A. Pertains to working on the rail as a lone worker.
  - B. Pertains to establishing working limits on non-controlled track.
  - C. Pertains to establishing working limits on controlled tracks.
  - D. None of the above.
11. **58.6 When a locomotive whistle is sounded and bell rung:**
- A. It indicates the requirements for On Track Safety have been met.
  - B. It is an acceptable substitution for the On Track Safety.
  - C. Is required only during daylight hours.
  - D. It is a warning to roadway workers that have been sighted on or near the tracks.

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12. 58.3 A job briefing must:
- A. Occur prior to commencing the day's work.
  - B. Be given each time the OTS changes.
  - C. Include information about what form of OTS is being provided.
  - D. All of the above.
13. 58.4.4 When a watchman/lookout is providing (TAW), every roadway worker must:
- A. Not foul any track until authority from the dispatcher has been received.
  - B. Not take their eyes off the lookout.
  - C. Display red flags to establish working limits.
  - D. Be in a position to receive a train approach warning.
14. 58.4.4 (TAW) may be used as a means of (OTS) if warning can be given in time to allow each roadway worker to clear the track before the train arrives at least \_\_\_\_\_ :
- A. 5 seconds
  - B. 10 seconds
  - C. 15 seconds
  - D. 1 minute
15. 58.4.4 A watchman/lookout assigned to provide (TAW) must:
- A. Devote his/her entire attention to detecting approaching trains and providing warning to roadway workers.
  - B. Remain at his/her lookout position until the (EIC) determines that protection is no longer necessary, or sends another watchman/lookout to relieve him/her.
  - C. Be equipped to provide (TAW).
  - D. All of the above.
16. 58.4.4 An (EIC) may perform watchman/lookout duties:
- A. So long as the employee is not doing other work during that period.
  - B. If the union agrees.
  - C. If it does not violate the Hours of Service Act.
  - D. Only when the assigned watchman signs a waiver.
17. 58.3.1 The type of warning to be used by the watchman/lookout must be discussed in the job briefing.
- A. True
  - B. False
18. 58.3.1 In the job-briefing, the (EIC) must designate the place of safety where workers must move to when advised of the approach of a train.
- A. True
  - B. False

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19. 58.4.4 **Train Approach Warning is an effective means of protecting trains from unsafe track.**
- A. True
  - B. False
20. 58.10 **The sole responsibility of a flagman is to:**
- A. Warn roadway workers of the approach of trains or equipment.
  - B. Stop all trains and equipment from entering the working limits.
  - C. Ensure that all trains have a copy of all track bulletins in effect.
  - D. All of the above.
21. **The flagman must continue flagging unit:**
- A. Quitting time.
  - B. The first train has been stopped.
  - C. Relieved by the foreman or another employee carrying the foreman instructions
  - D. The Hours of Service have expired.
22. 58.43 **A lone worker may use (ITD) to establish (OTS) while:**
- A. Working as a member of a roadway work group.
  - B. Performing major repairs to the track.
  - C. Performing routine inspection of minor repairs.
  - D. All of the above.
23. 58.43 **A lone worker using (ITD) must be able to visually detect the approach of a train or equipment moving at maximum speed and be capable of moving to a place of safety at least before its arrival:**
- A. 5 seconds
  - B. 15 seconds
  - C. 1 minute
  - D. 30 seconds
24. 58.3.2 **A lone worker must complete a written statement of (OTS) using (ITD):**
- A. Before
  - B. After
25. 58.3.2 **Prior to fouling a track a lone worker must participate in a job briefing with someone (a supervisor or other designated employee):**
- A. During each shift.
  - B. At the beginning of each shift.
  - C. At the end of each shift.
  - D. None of the above.

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26. 58.4.3 A lone worker using (ITD) must have the (his/her) ability to hear and see approaching trains and equipment; and not be impaired by:
- A. Background lights and noise (including power operated tools or machines).
  - B. Inclement weather (rain, snow, fog, etc.)
  - C. Passing trains.
  - D. All of the above.
27. 58.4.3 A lone worker using (ITD) must not occupy any position or engage in any activity that would interfere with his/her ability to:
- A. Detect the approach of trains or equipment in either direction.
  - B. Communicate with the dispatcher.
  - C. Make the inspection or repair.
  - D. Occupy the track with roadway machines.
28. 58.10 A roadway maintenance machine is any machine:
- A. Powered by hand and may have road or rail wheels or may be stationary.
  - B. Powered by any means or energy other than by hand powered.
  - C. May have road or rail wheels or may be stationary.
  - D. B and C above.
29. 58.7.3 (B) A machine's work zone is:
- A. The area directly under the boom of a crane.
  - B. A zone that extends from a point 15 feet in front of the machine to a point 15 feet behind the machine.
  - C. A zone which will be designated in the job briefing, if different than above.
  - D. Both answers B and C.
30. 58.3.1 When working with roadway machines, the job briefing must include:
- A. The type of (OTS) provided.
  - B. Designated work zone around machines.
  - C. Safe working/traveling distance between machines.
  - D. All of the above.
31. 58.7.2 When working limits are occupied by other men or equipment, roadway machines must not exceed mph unless the (EIC) authorized a higher speed.
- A. 10
  - B. 20
  - C. 25
  - D. 45
32. 58.7.1 Must the operator's manual be kept with each machine?
- A. Yes
  - B. No

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33. **58.7.3 (A) A roadway worker must not enter a machine's work zone without first:**
- A. Sounding an air horn.
  - B. Displaying flags.
  - C. Communicate with the operator to establish safe work procedures.
  - D. All of the above.
34. **58.7.3 (B) Before backing up, the operator of a roadway machine must:**
- A. Get permission from the (EIC).
  - B. Call the dispatcher.
  - C. Sound the horn (3 short blasts) or ensure backup alarm is sounding.
  - D. Ensure a watchman is looking out for other equipment and men within the working limits.
35. **58.7.4 Unless a different distance is specified in the job briefing, the minimum distance between machines while working is:**
- A. 10 feet
  - B. 25 feet
  - C. 50 feet
  - D. 1/4 mile
36. **58.10 The Employee In Charge (EIC) is defined as:**
- A. The employee whose sole function is to direct or restrict the movement of trains.
  - B. The employee having responsibility to operate machinery on a segment of track.
  - C. To provide on track safety.
  - D. None of the above.
37. **58.3.1 When should a follow-up job briefing be conducted?**
- A. Whenever working conditions or procedures change.
  - B. Whenever other workers enter the limits.
  - C. Whenever (OTS) is changed, extended, or about to be released.
  - D. All of the above.
38. **58.3.1 Who determines the type of (OTS) to be used to protect a roadway work group?**
- A. The train dispatcher.
  - B. The employee with the most seniority.
  - C. The (EIC).
  - D. The safety coordinator.
39. **58.4.2 Working limits may be established on a non-controlled track by:**
- A. Use of foul time.
  - B. Taking the track out of service by track bulletin.
  - C. Making the track physically inaccessible.
  - D. All of the above.

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40. 58.4.4 The (EIC) can establish (OTS) by assigning a watchman/lookout to provide (TAW) as long as:
- A. The roadway group is not making the track unsafe.
  - B. Warning can be given in time to allow each roadway worker to occupy a place of safety at least 15 seconds before the arrival of the train.
  - C. The warning is distinctive and clearly understood regardless of noise or distraction of work.
  - D. All of the above.
41. 58.4.2 Working limits may be established on non-controlled tracks by:
- A. Lining the switch or derail to prevent access to the working limits.
  - B. Placing portable derail(s) with red flag(s) to prevent movement into the working limits.
  - C. Placing a flagman to hold all trains and equipment clear of the limits.
  - D. All of the above.

WHEREAS,

Your company

is obtaining this orientation and any of the materials provided for certain of its employees who work on or about railroad equipment, and WHEREAS, THE Alaska Railroad, hereinafter called "AKRR", is willing to provide this orientation and any of the materials provided, but only upon the following terms and conditions, NOW THEREFORE, it is agreed as follows: In consideration of this orientation and any of the materials provided to the management of your company or you as an individual for their internal use by you, hereby assume all risk of and agrees to indemnify and hold AKRR and the administrator of this site harmless from any personal injury to or death of its officers, agents and employees, and loss of or damage to property in its or their custody or possession, which shall in any manner arise from or be alleged to be due to in, in whole or in part, this orientation or materials provided to its employees by AKRR, EXCEPT TO THE EXTENT SUCH INJURIES OR DAMAGES BE CAUSED BY OR CONTRIBUTED TO BY THE INTENTIONAL MISCONDUCT OR GROSS NEGLIGENCE OF AKRR, ITS OFFICERS, EMPLOYEES, AGENTS, OR ANY THIRD PARTY. AKRR is hereby released and forever discharged, as well as its subsidiary and affiliated companies, and the officers, agents, and employees of said companies, from all claims, liabilities, and costs of every kind by reason of any such injury to or death of persons and loss of or damage to property. This Release shall be binding upon the submission of this document

I understand that by submitting my name and, as applicable, the names of the other individuals who have completed this orientation section, I am indicating that these personnel have actually completed this section of the orientation and understand this document. I am an officer of the corporation named above, who is duly authorized and fully empowered by said corporation to execute the same on its behalf or myself as an individual. Bottom of Form