



# Burlington Northern Santa Fe Railway

## Fall River Division

### Three-Person Crew Kimber Crawler

#### “Rules of the Role”

The three-person crew on the Kimber Crawler is designed to provide a more realistic operating experience by specifically emulating the role of each specific job found on today’s BNSF railroad. Typically, a crew of three is often found on the railroad’s local jobs, consisting of a Conductor, Engineer, and Switchman. The three crew members are required to work closely together to ensure peak efficiency.

#### General Rules

Crew members must use their supplied figure to represent themselves while working on the railroad. Crew figure is not required for the Engineer.

- All crew members are required to ride in the lead engine.
- Crews may only step off the engine or equipment when it is stopped.
- The shoving platform doors are welded shut, and may only be used by the crew to safely ride on the platform during reverse moves while switching.
- It is expected that experienced crews will use the equipment to enhance efficiency (ride the equipment from point to point, if possible). When crews are required to walk on the ground, walking time must be realistically simulated.

Couplers may not be “pre-set” unless the car cannot be reached by the switchman.

Both the Conductor and Switchman must each pick-up a switch key at the yard office prior to departure.

Effective communication will be required at all times among crew members.

- A job briefing (among all crew members) will be held prior to leaving the yard to discuss work plan, safety, and any special instructions for the shift.
- When two or more crew members are together, they may talk freely amongst each other. At all other times, crews must use hand signals, or simulate concise radio traffic (simulate verbally).

#### The Conductor

The conductor is in charge. He or she is responsible for the safety of the crew, compliance to all rules and regulations, and assurance of the railroad’s customer fulfillment. The conductor is also responsible for:

- Providing specific work direction to all crews.
- Communication with the Dispatcher to obtain/release track authority, convey issues, etc.
- Managing manifests and applicable paperwork.
- May perform switch work on the ground, as necessary.

## **The Engineer**

The Engineer is responsible for the safe movement of the train at all times. His or her responsibilities include:

- Adherence to all rules and regulations defined in the Employee Timetable, including compliance with signal indications, speed requirements/limits, and any special instructions.
- Understanding where all crew members are at all times to ensure that only safe train movements are performed. If the Engineer cannot see crew members on the ground, radio communication must be used.
- The Engineer will remain in the cab at all times, unless directed otherwise by the Conductor.

## **The Switchman**

The Switchman is responsible for throwing switches on the ground, uncoupling cars, and other work as assigned by the Conductor. While on the ground, the Switchman must simulate the time required to walk between the switches, walk the train from car to car, setting brakes, etc.