

BNSF



Burlington Northern Santa Fe Railway Fall River Division

Kimber Switch Crew

Responsibilities

- Assist freights with set-outs and pick-ups from the Kimber Yard, as necessary. Check attached switch lists to **marshal cars for pick-up**. Estimated times of train arrivals:
 - M Tac-Fall – **ETA: 7:00** – Pick-ups will be on tracks 3 and/or 4, may also have set-outs.
 - Crater Creeper – **ETA: 8:00** – Pick-ups will be on track 2. Set-outs according to switch list.
 - M Fal-Tac – **ETA: 10:00** – Pick-ups will be on tracks 3 and/or 4, may also have set-outs.
 - Kimber Crawler – **ETA: 12:30** – Only pick-up and set-out wood chip cars.
 - M Fal-Kim – **ETA: 2:00** - Train terminates. Set-outs according to switch list. Store power somewhere for tomorrow's M Kim-Fal.
 - **Trains with pick-ups and set-outs should use North Track for easy access using north yard switch. Request Track Authority for the North Kimber Mainline and yard switch to perform work.**
- Switch Kimber industries between 9:00 and 5:00 during the shift. Use the “Kimber Switch” manifest.
- Prepare the “**Auburn Turn**” for a **12:00 departure**. Contact the Traffic Center to generate the manifest and pick it up at the clerk's office. Use two 4-axle GPs as the power and caboose (required) stationed at Kimber. Prior to departure time, contact the Traffic Manager to call the train crew. When Auburn Turn returns, place both engines in consist on the far West end of track 5 for preparation of tomorrow's Auburn Turn.
- Prepare the **M Kim-Fal** for a **2:00 departure**. Contact the Traffic Center to generate the manifest and pick it up at the clerk's office. Use power (not helpers) stationed at Kimber. A FRED is required on the rear of the train. Prior to departure time, contact the Traffic Manager to call the train crew.

Procedures

- Destination tracks are indicated on all manifests for arriving trains. See table below for Yard track assignments. The Kimber Switch Crew will classify cars arriving at Kimber Yard.
- When building trains (switching industries, auburn turn, Crater creeper, M Kim-Fal, etc.) cars will be available from yard tracks. However, based on customer needs not all cars may be taken/pulled. Check manifest carefully.
- Woodchip cars for the Kimber Crawler to pull/set-out may not be in the yard, and may be staged on other tracks in Kimber.
- Contact the Traffic Manager to “terminate trains” after the industries have been switched, and the Crater Creeper, Auburn turn, and M Fal-Kim have arrived at Kimber Yard. Return the manifests to the Traffic Center “arrival” tube after classifying cars.
- Contact the Traffic Manager to call crews for departing trains at least ½ hour prior to scheduled departure.
- The North mainline track at West Kimber may be used as a switch lead under the authority of the Dispatcher.
- A caboose is kept in Kimber for the Auburn Turn.
- Moves across the UP A/D plant must be made with caution to avoid any accidents. Signals are used to govern all movements across the plant (top “X” Eastbound signal on bridge, and dwarf Westbound).

Misc:

- The Kimber Switch Crew is required to staff the Kimber Yard during the entire shift.
- The telephone at the Yard Office may be used to contact the Traffic Manager, Dispatcher, etc.

Reminder:

Verify with Traffic Manager that Crater Creeper is terminated after arrival at Kimber Yard.

April, 2017 Update