



Atchison, Topeka & Santa Fe Railway Co.



Kansas Division *

OPERATIONS BULLETIN

No. 72 – 0923

EFFECTIVE WEDNESDAY August 26, 1970

In accordance with contracts enacted August 1, 1970 between the Model Train Operating Union and AT&SF management commencing at 12:01 AM CDT this date, all trains conducting any switching movements including yard jobs must be permitted to be operated by either a two or three person crew. These crews will consist of a locomotive engineer, a conductor, and for three person crews, a brakeman. Those trains that do not have switching duties maybe operated by a single person crew.

As outlined by instructions by Craft documents, responsibilities are as follows:

Engineer: responsible for all movements of the motive power. Will carry the locomotive throttle and the assigned radiotelephone.

Conductor: responsible for handling all paperwork for the train. In the absence of the brakeman, will be responsible for using uncoupling tools for uncoupling cars and / or straightening couplers. Will confer with and assure that the engineer is aware of all movements to be made.

Brakeman: responsible for using uncoupling tools as outlined above under Conductor responsibilities.

Note the following exceptions. 1.) Engineers may operate locomotive couplers, 2.) the Train Master may issue a verbal waiver to any train at any time deemed necessary by the Train Master.

Posted at	By	Time	Date	20
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