

JOB DESCRIPTION & REQUIREMENTS OF: LOCOMOTIVE ENGINEER

Maintains a primarily sedentary position for the duration of the work shift. Operates engine controls located on a panel between waist and chest level. May periodically change position from sitting to standing. Work shift is typically 8 to 12 hours with most service subject to call 24/7.

Walks at own pace on uneven terrain (railroad ballast) an average total daily distance of less than 600 feet. The average total distance walked on ballast at any one time is generally less than 100 to 200 feet.

Climbs 4 to 5 vertically oriented steps, using side rails with hands at or above shoulder level when mounting or dismounting the engine, an average of 2 to 4 times daily. Generally climbs the stairs to mount and dismount the engine once at the beginning and end of shift.

Carries a personal "grip" or bag on and off the engine once at the beginning and end of the shift. Required items include timetables, rule books and HAZMAT guide. A Locomotive Engineer's "grip" with personal items such as food, clothes and rain gear weighs between 10 to 25 pounds, depending on personal items carried.

Tightens or releases a wheel or ratchet engine hand brake, located at waist level, when stopped or prior to movement. Applying/ tightening hand brake requires steadily increasing exertion until the brake chain is tight.

Adjusts the engine seat usually once at the beginning of the shift by lifting and pushing the seat to the desired position. This is done from the bent or crouched position.

Bends or stoops infrequently when performing the 10 to 15 minute daily ground level "walk around" inspection of the engine.

On occasion (e.g. not daily or weekly) a Locomotive Engineer may hook up or disconnect the MU power cable and air hoses between the engines. The MU power cable weighs approximately 10 pounds, and is located at or above shoulder level. Connecting the air hoses requires the squatted position.

On a rare occasion the Locomotive Engineer may throw a ground or waist level switch. This task involves partially squatting (only for ground level switches) and pushing/pulling a lever through a position of a 180 degree arc.

The Locomotive Engineer is required to maintain a constant high level of mental alertness and vigilance especially when moving, complying with signal indications, operating rules, timetable instructions, public crossing whistle blowing at required locations and complying with special orders that vary from trip to trip. Special (train) orders require compliance with one or more (unposted) speed restrictions at locations where such restrictions did not previously exist. When moving, his interaction at the controls is mandatory and monitored by an electronic alerter. When stopped, at any time the Conductor is inside of or fouling the gauge of the track, the engineer is required to give "3-step" protection which consists of a three item motion to the controls to apply automatic brake lever, center the reverse lever and pull generator field switch and repeat the motions when conductor is in the clear. Engineers working in coal loading service maintain a constant repetitive throttle manipulation to control proper loading/unloading speed.

The Locomotive Engineer is the only train crew member that is Federally Certified. He/she must precisely follow train handling and brake testing procedures and must be aware of train tonnage, train length, locomotive consist makeup and must be aware of the braking capabilities on any given terrain or grade.