

## Recruiting Senior NCO's for Operations Managers

**RAILCREW XPRESS** services the nation's Class 1 railroads in the transportation of railroad crews from train to train, 24 hours a day, seven days a week. We are recruiting successful Senior NCOs to become Operations' Area Managers each responsible for nearly \$3 Million in annual revenue with drivers operating dozens of 7-passenger vans within a specified geographic area. We have opportunities in a number of locations throughout the U.S.

### SUMMARY OF DUTIES

The Area Manager is the primary supervisor for one or more hubs. The Area Manager's principle responsibilities are the effective and timely hiring, training and coaching of drivers in their safe operation of vehicles, ensuring vehicle maintenance and meeting customer on-time performance.

We are looking for:

- **Senior NCO's E-6 or above**
- **Successful completion of the Advanced Noncommissioned Officer Course (ANCOC)**
- **Any MOS, Field 88 MOS desired — but not required**

### COMPANY BENEFITS INCLUDE:

- ⇒ **Beginning Salary in the high \$30's**
- ⇒ **Company Vehicle; Insurance, Maintenance**
- ⇒ **Company Gas Card**
- ⇒ **Bonus potential**
- ⇒ **Flexible Hours — Independence**
- ⇒ **Upward Mobility**
- ⇒ **Professional Integrity**
- ⇒ **Strong Safety Awareness**
- ⇒ **Company Laptop Computer**
- ⇒ **Company Cell Phone**

**Email Resume to  
recruiting@railcrewxpress.com**

Please Note "Area Manager" in the subject line.



### HISTORY

Railways depend on third party providers to transport crew —mainly engineers and conductors — from train to train. With the limited infrastructure for freight rail transportation, rail crews are overextended. Tracks that should handle 10 trips per day handle 40. The freight routes are also fairly short, 150 to 250 miles, and trains and crews are scheduled to the limit. Both these factors mean that while crew are called upon to cover more routes a day, often with little time between, crew members may not be able to get rail transport back to an originating location that would not conflict with already scheduled track use. U.S. Federal Railroad Administration rules also contribute to high crew turn around —when a crews' allowable working hours are up, they must get off a train and go back to their home rail depots. All of this presents a logistical challenge to railways in managing their skilled crews. Railcrew Xpress fills the need.

### OUR MISSION STATEMENT

To assist American's railroads to better serve the nation, by providing safe and reliable crew transportation, while conducting ourselves in a manner that promotes reward, fairness, respect, and consideration for all our stakeholders, including employees, customers, suppliers and shareholders."