

BNSF



Burlington Northern Santa Fe Railway Fall River Division

Hostler

The Hostler is responsible for managing the engine service facility and assigning power to trains departing Fall River Yard. Duties include:

- Moving power from arriving trains to the engine service facility.
- Servicing engines (inspection, sand, fuel, cleaning, etc.) as necessary.
- Assigning and move power from the engine service facility to departing trains.
- Set-out and pick-up cars in diesel service area (all spots beyond “ready tracks”) as directed by the Yard Master.
- Assisting Union Station with turning necessary Amtrak engines.

Procedures

Arriving Trains:

- Only certain “through” or unit trains require a power swap, see the schedule below.
- Coordinate movements with yard switch crews.
- Use through tracks when possible. Do not block the drill tracks.
- Obtain the consist card from the crews or Yard Master. Keep consist cards with the engines.

Power Assignments:

- **Check consist cards for special assignments in RED Text on cards.**
- **Coal trains = AC power consists (check consist cards for AC designation).**
- **Local (turns, etc.) trains = Four axle consists if available. If not available, lower horsepower consists, such as SD40-2s should be used.**
- **Through and unit trains = Six axle high horsepower consists.**
- **Trains longer than 1,200 feet should have 3 unit consists!**
- Power should be serviced (inspection, sand, fuel, cleaning, etc.) before assigning to a departing train.
- Trains that have been serviced and are awaiting assignment, should be staged on any “ready” track.
- All power assignments must be recorded on the log sheet (clipboard).

Departing Trains:

- At the direction of the Yard Master, add power to departing trains (arrival/departure tracks).
- Coordinate movements with yard switch crews. Use through tracks when possible.
- Provide the consist card to the Yard Master. Keep consist cards with the engines.

In addition to trains that arrive and depart from the Fall River Yard, the following “through trains” or unit trains upon their arrival will require a power swap. Trains are listed below, in no particular order of arrival. Crew’s instructions will also indicate if a power swap is required.

- **E PSCBLK** – MT Public Service Coal Train. Uses AC Coal Power such as SD70Macs
- **E LINBLK** - MT Lincoln Coal Train. Uses AC Coal Power such SD70Macs
- **E BURBLK** – MT Burlington Coal Train. Uses AC Coal Power such SD70Macs
- **W BURROC** – MT MOW Ballast Train. Uses 2 or 3 six axle DC power.
- **X TACBUR** – MT Canadian Grain Train. Uses 2 or 3 six axle power (CP power if available).
- **U LINTAC** – Molten sulphur unit train, uses 2 or 3 six axle DC power units.

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