

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 moving 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. Anytime during the shift, single engine(s) must be turned in the opposite direction and staged back on Union Station Baggage Track nears switch 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 “hold cards” if consists are being held for service which cannot be used.**
- **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 = Pair of six axle consists if available. If not available, lower horsepower consists, such as pair of GPs may be used.**
- **Through and unit trains = Six axle high horsepower consists.**
- **Sage Transfer = Single unit (such as SD9) or pair of GPs**
- **Trains longer than 1,100 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 assigned power (above) to departing trains (arrival/departure tracks). Use guidance under power assignments (above) to ensure proper engines are used.
- 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 order of arrival. Crew’s instructions will also indicate if a power swap is required.

- **E PSCBLK** – Empty **Westbound** Public Service Coal Train. Uses AC Coal Power such as SD70Macs
- **W BURROC** – Westbound empty MOW Ballast Train. Uses 2 or 3 six-axle DC power.
- **X TACBUR** – Eastbound Canadian Transfer Train. Uses 2 or 3 six-axle power (CP power if avail.).
- **U LINTAC** – Westbound molten sulphur unit train, uses 2 or 3 six axle DC power units.

Trains longer than 1,100 feet should have 3 unit consists!