

Fall River Yard Master

Responsibilities

The Fall River Yard Master is responsible for managing all operations in the Fall River Yard. Duties include:

- Directing the hostler and yard switch crews.
- Ensuring the safe arrival and departure of all trains, consistent with all established schedules.
- Ensuring that industries in Fall River are serviced (outgoing cars from switch list, and arriving cars listed on arriving train manifests). This work may be assigned to either or both switch crews, as available. The hostler is responsible to switch cars within the limits of the engine facility and ready tracks.

Procedures

Arriving Trains:

- The dispatcher should notify the yard master in advance of arriving trains.
- Use arrival/departure tracks 1-4 as necessary for arriving (and departing) trains. Use the yard speakers to communicate with yard crews to align A/D tracks for arriving trains.
- Receive train manifests from the arriving crew. **Remind the crew to provide their Crew Card to the Traffic Center to ensure availability for the next train.**
- The hostler is responsible for the movement of power from the train to the engine service facility.
- Cars must be classified upon arrival as indicated on the train manifest by the yard switch crews. **After classified, return completed manifests to the “Clerk’s Office” tube.**

Departing Trains:

- Based on the schedule, prepare departing trains.
- Contact the Traffic Manager to have train manifest printed on the Fall River printer. Generally, the manifests should not be requested more than 1 hour (fast clock) prior to scheduled departure. Intermodal trains (S and Z trains) **may be requested several hours earlier** because of the time required to build trains.
- Direct switch crews to assemble departing trains and place on the arrival/departure tracks:
 - Block cars as defined on the manifest. Local crews (**Kimber Crawler or Deckers Dodger**) may be blocked on the road by crews, to ensure proper departure times.
 - All locals should use a caboose. All other trains can use FRED or other red flag device (place “stick FRED” in coupler of last car in train).
- The hostler is responsible to move power from the engine service facility to the departure track.
- Notify the Traffic Manager that the train is ready for crew call.
- Provide the outgoing crew with departing train manifest and consist card.

Misc:

- Cars may be set-out at Fall River industries and BNSF facilities at any time during the shift. However, the **Fall River Switch Job** may not be started until after **12:00**. When complete, return the switch list to the Traffic Center (“arriving trains” tube). Use switch lists to divide work among both switch crews and hostler.
- Yard track diagrams are located on the fascia.
- The **Boeing Special Train** (if scheduled) will only depart if there are Boeing cars on track seven, regardless of the amount of cars. If they arrive before 12:00, Boeing Special departs at 12:00. If they arrive after 12:00, run Boeing Special as soon as possible (has priority over other departing trains). The **use of a caboose is required** for the Boeing Train.
- **High or wide load cars (H/W)** must be placed directly behind the engines on departure and must include special instructions (if available) with the manifest.
- W Roc-Mar and W Mar-Rock trains exchange power at Fall River Yard, as described on manifests.