

## 6. HOSTLER Responsibilities Updated 3-02-20

Position requires DT series throttle. Associate hostler position can be created as needed.

**HOSTLER REQUIREMENTS – must be skilled to use all engine service track and all DCC MU capabilities.**

1. Use train lists / consist data to verify what you will use for each train
2. Engine Needs – all should be equipped with front couplers; see run lists for exact consists.

OUTBOUNDS - CONFIRM MOVEMENT WITH TOWER AND SET ROUTE TO APPROPRIATE CONSIST

**YARD/SWITCH ENGINES** – turn over to yard crews for entire evening, all need capability to move a minimum of 25 cars. Single unit preferred, steam ok but must be capable to all switching moves.

**FREIGHT ENGINES** – Hostler places engine a.) on head of train in yard for crew or b.) on an engine service track to be picked up by crew and notifies crew. ENGINES should be on trains no less than 10 minutes before scheduled departure, meaning crew call is 15 minutes before that departure time. After engine is on train, both tower and crew will then confirm that train is ready.

**PASSENGER ENGINES** – Hostler turns engine over to passenger crew either a.) in staging area itself or b.) on engine service main before 141 with tower ok. Alt is pickup at engine service terminal but that method is not time-productive and should be avoided if possible. #37 J-class is picked up at 216/317 coal dock lead. If train is in staging, passenger crew backs down to appropriate consist for departure. ENGINES should be on trains no less than 10 minutes before scheduled departure, meaning crew call is 15 minutes before that departure time. After engine is on train, both tower and crew will then confirm that train is ready.

INBOUNDS –

**FREIGHT ENGINES** – uncoupled from train by crew, but engine is directed to terminal if hostler requests. If time is tight and road crew is immediately required for outbound work, hostler takes engine from train to terminal. Freight engines can be reused as needed.

**PASSENGER ENGINES** – Since most pass consists are removed physically in staging, engine is subsequently backed by crew to terminal track or location requested by hostler for handoff. EXCEPTION - #37/77 – pass crew will either turn engine on wye, or turntable, or by hand in staging before 8:30. Passenger engines should be used only once a session and parked following that movement.

#### STANDBY POWER –

Due to power issues when too many engines are on the system, standby engines should be noted in writing but kept in unpowered or shutoff locations unless needed. It is desirable to have one standby engine for switching, one for freight and one for passenger use on call and easily accessible when needed.

#### SWITCH CONTROLS

Hostler works with tower contact but has permission for engine movements over the yard main at any point as long as the main is not occupied and tower has been notified.

Hostler works with yard crew but has permission for engine movements to and from any yard track with ok from crew and tower to prevent incidents. YARD CREW 1 addresses YARD CREW 2 for stoppage with hostler movements.

#### MISC.

Hostler has permission to modify an engine choice to any applicable unit to keep schedule.

Crew can request use of specific engine for use but all final decisions for use are by the hostler.

*Engine terminal service* will be operated ONLY if hostler has associate and second engine crew desires job. This is \* Gas and Chemicals to diesel shop \* coal, sand, ash service to coal dock \* Heavy equipment to 241 roundhouse track. Build is done during lulls in traffic and moved when openings exist. Not recommended before June...