

BNSF



Burlington Northern Santa Fe Railway Fall River Division

Helper Service

Helper service is required for trains between Kimber and Winston with inadequate power. Helper crews are stationed at Kimber to assist Eastbound trains as necessary. It is the responsibility of train crews to contact/request helper service for assistance.

The helper set consists of three units and a fuel tender. It is parked in the helper pocket at Kimber.

Procedures

Helpers will attach to the end of the train (on the mainline) by exiting the West end of the helper pocket. Because the mainline is already occupied, authority from the dispatcher is not required to manually open and close the West end helper switch.

The primary train will communicate with the dispatcher for all track authority between Kimber and Winston.

Helper sets are equipped with special front-end couplers. It is the responsibility of the helper crew to monitor slack action to ensure that the proper amount of horsepower is applied to the rear-end of the train. Communication is required between the engineer and the helper engineer to ensure good coordination of movement.

Upon arrival of Winston, the helper set will disconnect from the train, only after the complete train (and helpers) has fully stopped and cleared the West siding switch.

Helper set crew will contact the dispatcher and request authority to proceed back to Kimber on signal indication (the dispatcher can set the East helper switch to align helpers directly into the helper pocket).

When helper service is complete, crews may stay in Kimber, or relax in the lounge until the next train that requires assistance is in position.

A second set of helpers is positioned at Kimber, in the event that an additional helper set is required. The second helper set will be staffed by crews from the extra board.