

Helper Service

Helper service is required for trains between Kimber and Winston with inadequate power. Helper crews will be called from the Extra Board when necessary. It is the responsibility of train crews to contact/request helper service from the Dispatcher.

The helper set consists of two units 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 under Dispatch authority (to pass the dwarf signals displaying stop indication).

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 in motion (helper link) after clearing Winston 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 should report back to the extra board.