

## Dispatcher Qualification Process

Knowledge of Signal Rules and Aspects – Oral exam and practical

Physical knowledge of the railroad – Must be a qualified engineer

Knowledge of CTC or ABS start-up procedures – trouble shooting contact(s)

Knowledge of radio system – turning on

Knowledge of the CTC Board relative to the railroad

- Ability to identify where is Control Point (signal and turnout) is located
- Knowledge of location of electrically located manual turnouts
- Knowledge of approximate location of occupancy blocks and approximate location of intermediate signals on the railroad relative to the CTC Board

Knowledge of Fleeting Operation

- Understanding of Fleeting operation
- Reasons to initiate Fleeting
- Reasons to turn Fleeting off

Basic Dispatching Practice

- Siding capacity
  - Lakeview, Dog Lake, Bly, Quartz, Sprague vs. Klamath, Sycan, Reload #1
- Setting up meets
  - Two-way meets
  - Three-way meets
  - Four-way meets with short trains, such as passenger or Doodlebugs
- Routing for trains entering or leaving the railroad
- Routing of trains to and from Coos Bay using East Yard Throat in K Falls vs. siding
- Routing of Doodlebugs and passenger trains
- Routing of trains to Sycan Branch
- Passenger operation priority policy

Radio procedures

- Information vs. specific instructions

Apprenticeship

- Sitting with and observing a qualified dispatcher for a minimum of four shifts

Qualification

- Operate the CTC Machine for at least two shifts with a qualified dispatcher observing

Recommendation

- A dispatcher is qualified when a qualified dispatcher makes the recommendation to the Chief Dispatcher