



Oregon, California & Eastern Railroad New Train Crew Orientation



Throttles and Speed Settings

To activate your throttle, push the Red [Emergency Stop] button ONCE.

Make sure your throttle is set to “0” speed just in case the last address on your throttle is for a locomotive operating on the layout.

To address your consist – Press [SELECT LOCO] and type in the engine number of the first locomotive in your consist and press [ENTER].

To see if you have control of your locomotives, test the headlight (either [HEADLIGHT] button or [0]), the bell (either [BELL] button or [1]) or the horn ([HORN/WHISTLE] button or [2]).

Check that proper direction is set, then advance the speed SLOWLY by using the right [INC] button until the locomotives just start to move. Once the locomotives start moving, take up your slack until you see your cabooses moving, and then gradually increase speed.

The buttons on the right increase or decrease the speed steps in increments of “1” step each time the button is pressed. The left buttons increase or decrease the speeds in increments of “4” steps.

DO NOT USE THE SPEED CONTROL KNOB TO CHANGE SPEED SETTINGS AS IT CAN RESULT IN ROUGH TRAIN HANDLING!

Maximum speed for the entire mainline for freights is 20-scale mph. This equates to about one real foot traveled in three seconds. **NOTE: THE SPEED STEPS DISPLAYED ON THE THROTTLES ARE SPEED STEPS, NOT SCALE MILES PER HOUR!!!!**

Typically, most trains should be operated at a speed setting between about 13 to 15, but it will depend on the locomotive consist, train weight and grades and curvature. Pay particular attention when operating in the loops as any rough train handling could result in a derailment or breaking your train in two. It’s always advisable to slow down a bit on the downgrade section of the loops, but you may need to apply a little more throttle on the upgrade section, especially the last loop between Dairy and West Quartz.

Even though these are models, trains of these lengths and weights will exhibit real dynamic forces, including momentum and slack action.

Maximum speed for doodlebugs, light diesel helpers, passenger trains and TOFC trains is 30-scale mph – about one-and-one half real feet traveled in three seconds.

Signals

There are over 150 signals on the layout and as an engineer, you need to know the location of every signal and obey its aspect. Each aspect simulates a prototype signal aspect and has very specific meaning for the engineer.

Signals that govern your track are generally on the engineer’s side (right), but this is not always the case, especially in staging yards and at the ends of sidings.

If you have any question about a signal aspect or which signal applies to your train, radio the dispatcher.



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Operations

Any time you start your train from a stop, you must check each locomotive in your consist to insure that all wheels are turning by observing the wheels (front and rear axles). If a locomotive is being dragged, stop your train, enter "66" to reset and start again. If the locomotive doesn't respond, contact the Dispatcher before proceeding.

When entering the layout from staging, you must notify the dispatcher with your train number. If permission is granted from the dispatcher, you may proceed on a Clear (green), Advance Approach Medium (flashing yellow) or Approach (yellow) dwarf signal.

Because of train lengths, you must periodically check your train for derailments or break-in-twos. This is especially important in the loops and tunnels between Klamath Falls and Sprague River. If you see another train that has derailed or broken in two, notify the train or dispatcher immediately!

When meeting another train, the train stopped for the meet should turn off its headlight until the moving train's locomotives pass the stopped train's locomotives. Don't forget to turn your headlight back on when departing the siding! NOTE: Some locomotives are programmed so the headlight goes out when stopped.

In an emergency, you can instantly stop your train by depressing the [OPTION] button. This immediately brings your speed to "0". CAUTION - ONLY USE THIS IN A REAL EMERGENCY AS IT MAY CAUSE YOUR TRAIN TO DERAIL AND/BUCKLE.

After leaving the layout and entering staging, it is your responsibility to align yourself to your correct staging track using the manual turnouts. All staging tracks are labeled with the train names and numbers. Don't forget to turn on the track power at the panel before entering your assigned staging track.

Once you are "tied-up" in staging turn off the track power, re-set your loco address to "0" and turn off the throttle by pressing [EXPN] and [1].