



Oregon, California & Eastern Railroad Radio and Signal Rules



Radio Rules:

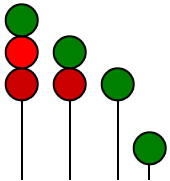
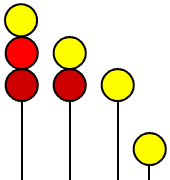
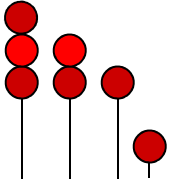
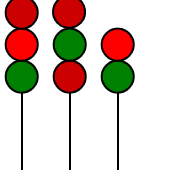
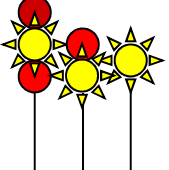
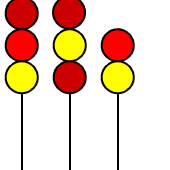
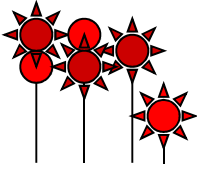
1. **IDENTIFICATION** – Dispatchers, yardmasters, and train engineers transmitting or acknowledging a radio transmission begins with the essential identification:
 - Dispatcher – *Dispatcher to _____*
Examples:
 - *“Dispatcher to train 212”*
 - *“Dispatcher to K Falls Yardmaster”*
 - Yardmaster – *(Yard name) Yardmaster to _____*
Example:
 - *“Coos Bay Yardmaster to train 251”*
 - Train Engineers – *Train (number or name) to _____*
Examples:
 - *“Coos Bay Hauler to K Falls Yardmaster”*
 - *“Train 271 to Dispatcher”*
 - *“SP4449 east to Dispatcher”*
2. **REPITITION** – Any engineer receiving a transmission must repeat it to the transmitting party except when the communication:
 - Relates to switching operations.
 - Is a recorded or automated message from an alarm device (i.e., hotbox detector).
 - Is general in nature and does not contain any information, instructions or advice which could affect the operation of the train.
3. **Use of “OVER”** – To indicate to the receiving person the transmission has ended and a response is expected, the transmitting person says the word *“OVER”*.
4. **Use of “OUT”** – To indicate to the receiving person the exchange of the transmissions is complete and no response is expected, the transmitting person states his or her identification (i.e., Dispatcher, Yardmaster, Train _____) followed by the word, *“OUT”*.



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Signal Rules:

Name Aspect		Indication
<p style="text-align: center;">Clear</p> <p style="text-align: center;">GREEN or GREEN over RED</p>		<p>Proceed at normal authorized speed.</p>
<p style="text-align: center;">Approach</p> <p style="text-align: center;">YELLOW or YELLOW over RED</p>		<p>Proceed prepared to stop before any part of the train or engine passes the next signal. Trains exceeding 15-scale mph must immediately reduce to that speed.</p>
<p style="text-align: center;">Absolute Stop</p> <p style="text-align: center;">RED</p>		<p>Stop and DO NOT proceed before any part of the train or engine passes the signal, unless otherwise specifically authorized by the Dispatcher.</p>
<p style="text-align: center;">Diverging Clear</p> <p style="text-align: center;">RED over GREEN</p>		<p>Proceed on diverging route into siding or through crossover, speed through turnout or crossover not to exceed 15-scale mph.</p>
<p style="text-align: center;">Advance Approach</p> <p style="text-align: center;">FLASHING YELLOW</p>		<p>Approach next signal prepared to proceed at medium speed, not to exceed 15-scale mph through the diverging route or crossover.</p>
<p style="text-align: center;">Diverging Approach</p> <p style="text-align: center;">RED over YELLOW</p>		<p>Proceed on diverging route into siding or crossover prepared to stop at the next signal. Trains exceeding 15-scale mph must immediately reduce to that speed.</p>
<p style="text-align: center;">Stop and Proceed at Restricted Speed</p> <p style="text-align: center;">FLASHING RED</p>		<p>Trains entering a mainline siding occupied by another train must STOP AND PROCEED AT RESTRICTED SPEED past the Flashing Red stopping at least two engine lengths behind the rear of the preceding train.</p> <p>At all other locations, trains authorized to take local control of electrically locked switches to perform local work must STOP AND PROCEED AT RESTRICTED SPEED past the Flashing Red signal. Authority to enter CTC controlled track is only granted by the Dispatcher. Authority to enter un-signalized yards is only granted by the Yardmaster.</p>