

**ORANGE COUNTY MODEL ENGINEERS
SPRING MEET
April 27 - 30, 2017**

Please read the following rules and schedule of events.

1. Direction for **MOTIVE POWER** out of the station:

Thursday	—	Bi-Directional
Friday	—	NORTHBOUND
Saturday	—	SOUTHBOUND
Sunday	—	Bi-Directional
2. All trains must be run at a **SAFE SPEED** and under full control at all times. Don't let the wide open space hypnotize you. **KEEP YOUR SPEED DOWN!!**
3. This is an open park - kids and animals can be anywhere.
4. All trains must carry a **RED FLAG** and have a brakeman on the rear of the train when pulling passengers. The Engineer and Brakeman must protect the rear of their train.
5. Mackerel Flats & Goathill Junction Station is for **LOADING** and **UNLOADING** of the **GENERAL PUBLIC** Passenger-Hauling Trains **ONLY**. **PASSENGER HAULING TRAINS HAVE THE 'RIGHT-OF-WAY'**. Exercise Curtsey – allow following trains to pass by moving in to sidings.
6. Engines in need of **SERVICING** April do so in **YARD AREAS ONLY** (Steaming bays, Skinner Yard, Platfoot Yard). Water is also available at Mehren Tower and midway on the Mountain Division at Sweetwater siding.
7. Dump ashes only in designated ash pits and steaming bay area.
8. Engineers and crew are responsible for proper switch alignment. Switches always should be left aligned for the designated run direction of the day.
9. Trains must approach the double cross-over at the station at **SLOW SPEED**. Yield to trains coming out of the station.
10. **USE CAUTION** going down Higgins Loop (northbound - running - see map) as you approach the bridge - 2 **WAY TRAFFIC** is possible for a short distance.
11. **NIGHT-TIME** operation requires headlight and some type of a red tail light. Some type of flashlight is recommended.
12. **NO WHISTLES** or **HORNS** after 8:00 p.m.
13. Maintain minimum safe running distance between trains of 100 feet.
14. **NO SMOKING** on trains - locomotive exhaust accepted.
15. City park rules prohibit possession or consumption of alcoholic beverages.
16. Dogs must be leashed.
17. **Current boiler check/certificate is required to run at O.C.M.E. Engines/cars wheels must be in gauge and will be checked during unloading.**
18. **MAIN GATE LOCKED AT 10:00 PM** - See board member for special arrangements.
19. Due to HIGH fire danger, running of steam engines will not be allowed during windy conditions.

Whistles and Hand Signals


For the benefit of all, please use the correct train whistles and hand signals when operating trains at O.C.M.E. These signals have meaning and are professionally appropriate for our train operations.

(NOTE: Noise Curfew at 8 pm takes precedence over advised whistle signal usage)


Whistles


- **One short:** Stop or stopping; apply the brakes
- **One long:** Approaching railroad station or junction (if moving), or apply air brakes and equalize pressure (if standing)
- **Two short, one long, one short:** Warning when approaching a trestle or a blind curve or any other warning is needed.
- **One Long – Three short:** When an unscheduled stop is necessary such as a track crew is working and signals the engineer to stop
- **Two short:** A general answer to a signal or acknowledgement of a signal; identical to the "roger" or "10-4" radio terms
- **Two long:** Train is about to proceed forward; release the brakes
- **Two long, One short or Two short, One long:** Train is approaching a meeting or waiting point
- **Two long, One short, One long:** Train is approaching a grade crossing (i.e. a road crossing) or bridge. This is a widely used safety signal used to warn motorists and is blown at every grade level crossing, except where local noise ordinances prohibit it. Known in railroad rulebooks as rule '14L'
- **Three short:** Train is about to proceed in reverse (if standing), or train is about to stop at the next station (if moving)
- **Four short:** Engineer is calling for signals
- **Multiple short:** Danger, get off the tracks! Used to warn pedestrians or livestock who are on the tracks in front of the approaching train.


Hand Signals


Stop:  Swing arm/lantern at right angles to the track across your body.

Reduce Speed:  Move arm/lantern in and out at right angles to track.

Proceed:  Swing arm/lantern up and down parallel to track.

Back Up:  Swing arm/lantern in a circle at right angles to the track.

Train Has Parted:  Swing arm/lantern over head at right angles to the track when train is standing.

Release Brakes:  Hold arm/lantern above your head when train is at a standstill.

FROM LOADING YARD TO MAINLINE

Running SOUTH (counterclockwise)

(Switch 8.40 lined for HIGGINS Loop)

STOP before entering mainline.

Check for traffic coming downhill from left.

Proceed when safe.

Running NORTH (clockwise)

(Switch 8.40 lined for MATASSA Loop)

Requires move against traffic on mainline.

STOP before entering mainline.

Check for traffic coming downhill and under bridge on track to right. **WARNING:** you have 67 feet of travel on the mainline **FACING** traffic before going under bridge on track to left.

Proceed when safe.

(MAINLINE does not use Mountain Division)

Normal run consists of two overlapping loops. Average run time is 15 minutes. On run days, all mainline switches are set for the declared north or south running direction. Public is carried from 10 am to 3:30 pm.

Milepost	Running SOUTH	<input type="checkbox"/>	<input type="checkbox"/>
9.8	STATION – loading	<input type="checkbox"/>	<input type="checkbox"/>
9.47	CROSSING GUARD (outer trk)	<input type="checkbox"/>	<input type="checkbox"/>
8.4	LOADING YARD ENTRANCE	<input type="checkbox"/>	<input type="checkbox"/>
8.2	UNDER TRESTLE	<input type="checkbox"/>	<input type="checkbox"/>
8.0	HIGGINS LOOP	<input type="checkbox"/>	<input type="checkbox"/>
7.0	ALLEN SIDING	<input type="checkbox"/>	<input type="checkbox"/>
6.0	CREW REST (tables opposite station)	<input type="checkbox"/>	<input type="checkbox"/>
5.6	CROSSING GUARD (inner trk)	<input type="checkbox"/>	<input type="checkbox"/>
5.0	FREIGHT YARD	<input type="checkbox"/>	<input type="checkbox"/>
4.5	OVER TRESTLE	<input type="checkbox"/>	<input type="checkbox"/>
3.5	RUSS' HORSESHOE	<input type="checkbox"/>	<input type="checkbox"/>
2.81	WATER TOWER	<input type="checkbox"/>	<input type="checkbox"/>
2.5	NORTH LOOP	<input type="checkbox"/>	<input type="checkbox"/>
1.1	RIVER SIDING	<input type="checkbox"/>	<input type="checkbox"/>
0.0	STATION – loading	<input type="checkbox"/>	<input type="checkbox"/>

Running NORTH

FROM MAINLINE BACK TO LOADING YARD

Running SOUTH (counterclockwise)

Run past yard lead switch 8.49, STOP

LINE yard lead switch 8.49 for yard

BACK into Loading Yard track

STOP clear of the mainline

RELINE lead switch 8.49 for the mainline

OR

Requires move against traffic on mainline.

Come down Matassa Loop. STOP after passing under bridge, before closest switch.

Check for traffic coming downhill from right.

Running NORTH (clockwise)

After going under trestle, STOP before 3rd switch

LINE switch 8.49 for yard lead

Go forward into Loading Yard track

STOP clear of mainline

RELINE switch 8.49 for mainline

WARNING: You have 67 feet of travel on the mainline **FACING** traffic before entering the Loading Yard track.

LINE yard lead switches 8.49 for the yard. Flag mainline. Proceed when safe.

STOP clear of the mainline.

RELINE yard lead switch 8.49 for the mainline.

Current OCME Track Plan

