West Coast Railroaders Group

Current Excursion Participant Safety Advisories Effective 06/01/2023

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WCRG EXCURSION PARTICIPANT SAFETY ADVISORY 2020-01
"Drugs and Alcohol"

DRUGS AND ALCOHOL HAVE NO PLACE ON WCRG EXCURSIONS

NO DRUGS
ON WCRG EXCURSIONS

EXCURSION PARTICIPANTS ARE REMINDED THAT DRUG AND ALCOHOL USE IS PROHIBITED AT ALL TIMES ON WCRG EXCURSIONS. WCRG HAS ZERO TOLERANCE FOR DRUG AND ALCOHOL USE ON EXCURSIONS.

NO DRUGS
ON WCRG EXCURSIONS

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WCRG EXCURSION PARTICIPANT SAFETY ADVISORY 2020-02

WCRG EXCURSIONS OPERATE OVER VARIOUS TYPES OF TURNOUT FROGS. THIS ADVISORY WILL HELP EXCURSION PARTICIPANTS IDENTIFY COMMON FROGS OPERATED OVER DURING WCRG EXCURSIONS, AS WELL AS PROCEDURES FOR OPERATING OVER EACH STYLE FROG AS OUTLINED IN WCRG TRACK CAR EXCURSION OPERATING RULES & STANDARDS.

SELF GUARDING FROG

A Self Guarding Frog is identified by guides or flanges, above its running surface which contact the tread rims of railcar wheels for the purpose of safely guiding their flanges past the point of the frog. Self guarding frogs are most easily identifiable by the absence of guard rails on either side of the outer rail. These frogs pose a risk of derailment to track cars due to the lack of these guard rails. Additionally, when the point of a self guarded frog has excessive wear, track car wheels can "jump" over the point and cause a track car to derail. Track car movements turning out through self guarding frogs must not exceed 3 MPH.

SPRING FROG

A Spring Frog is identified as having a movable wing rail which is normally held against the point rail by springs, thus making an unbroken running surface for wheels using one track. These frogs pose a risk of derailment to track cars as most track cars are too light to overcome the spring pressure needed to open the wing rail for the diverging route. Track car wheels may "walk" up the base of the frog and may or may not follow the intended route through the frog. Track car movements over the closed side of a spring frog must not exceed 3 MPH, prepared to stop if flange does not follow the intended route. Additionally, when available, a person must be on the ground to guard against derailment and guide the track car to the intended route.

LIFT/JUMP FROG

A Lift or Jump Frog is identified by a continuous stock rail on one side of the frog in which the flange of the wheel on a railcar is lifted up and then rolls over the stock rail. Lift/jump frogs are generally found on lightly used turnouts. These frogs pose a risk of derailment to track cars as the wheel is lifted up and over the stock rail, the track car may or may not follow the intended route through the frog. Track car movements over lift/jump frogs must not exceed 3 MPH, prepared to stop if the flange does not follow the intended route. Additionally, when available, a person must be on the ground to guard against derailment and guide the track car to the intended route.

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WCRG EXCURSION PARTICIPANT SAFETY ADVISORY 2020-03 "Preventing Rear End Collisions"

Rear end collisions due to loss of situational awareness, as well as failure to operate at a speed that allows stopping half the distance track is seen to be clear can result in equipment damage, as well as personal injury. Excursion participants are reminded of the following WCRG rules and operating practices to ensure continued safe operations on excursions.

Potential Causes of Rear End Collisions

- Failure to allow safe following distance by taking into consideration speed, sight distance, track conditions and other factors that may affect stopping distance.
- Excessive speed for operating conditions.
- Inattention and/or distraction including, but not limited to, unauthorized use of electronic or other devices, cameras, etc.
- Inattention and/or distraction including, but not limited to, track side scenery, people, animals, landmarks, and/or activities not relevant to the safe operation of the excursion.
- Fatigue.

Applicable WCRG Rules to Reference

- Ensure full rest before excursion starts.
- Turn off and stow personal electronic devices. This applies to operators and passengers.
- Operators and Passengers observe and comply with on car communication, as well as situational awareness,
- Maintain awareness of the location and speed of the track car(s) ahead. This includes change in speed, activation of brake lights, slowing or stopping, or disappearance from view of the track car ahead.
- When stopping out of view of a following track car, immediately protect the following movements.
- Excursion participants must always operate at a speed that permits stopping half the distance track is seen to be clear i.e. 1000 feet of visibility, track car must be able to stop in 500 feet. In addition, participants must factor in rail conditions such as wet/greasy rail, leaves, moss, or other hazards that require longer stopping distances.
- Immediately contact the EIC (Employee In Charge) if you become fatigued, ill, or otherwise find yourself in a condition not suitable to continue safely operating your track car with full alertness and competency. The EIC will work with you to find a solution which keeps you and the other participants safe.

We're Stopped!

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WCRG EXCURSION PARTICIPANT SAFETY ADVISORY 2021-01

"WCRG's Safety Commitment to Excursion Participants"

Excursion participants are reminded that they, as individuals, have the authority to stop any excursion, at any time, when the safety of the excursion is in doubt, a mechanical problem distracts the operator from safely operating, or anytime clarification is needed regarding rules for safe operating practices. No excursion schedule is so urgent, no train meet so important, that we cannot take the time to operate safely over our host railroads. EVERY excursion. EVERY time.

WCRG will be highlighting this safety advisory during future excursions by including this advisory in all excursion itineraries, discussing it during job briefings, as well as face to face conversations with excursion participants.

Always take the SAFE course. When in doubt - STOP the Movement.

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WCRG EXCURSION PARTICIPANT SAFETY ADVISORY 2021-02

"Electronic Device Distraction"

Electronic device distraction can lead to accidents, personal injury, and property damage.

While this has not generally been a problem on WCRG excursions, we continue to see electronic device distraction on non-WCRG excursions. WCRG reminds all excursion participants, whether you have been participating in our excursions for several years, or a new excursion participant with WCRG, everyone must understand the dangers of electronic device distraction.

Unless operations are suspended by the employee in charge, operators and passengers are reminded that personal electronic devices (including hand held cameras) must be off and stowed when the operator or passenger is on a track car, fouling any track next to track car, or standing or walking within four feet of the nearest rail. Taking pictures while moving, using selfie sticks to video, or hanging out of a moving track car to take pictures is unacceptable on any excursion. The safety of you, your passengers, and the excursion group depend on you to stop electronic device distractions.

Refer to WCRG Electronic Device Rule for further clarification: All excursion participants, including passengers, must have electronic devices turned off and stowed out of sight, with any ear pieces removed, anytime operator or passenger is on a track car or other on-track equipment, when providing grade crossing protection, when loading or unloading track cars from highway trailers, or in any case when operator or passengers are within four feet of the nearest rail.

Exception: Inward/Outward facing cameras (such as GoPro) are allowed provided camera is mounted securely to the track car and is not manipulated by operator or passenger while track car is in motion.

Operators are responsible for the compliance of this rule by their passengers.

Below are examples of unacceptable Electronic Device Distractions.

No photography on moving track cars.

No selfie sticks on moving track cars.

No filming on a moving track car.

Stop electronic device distraction.

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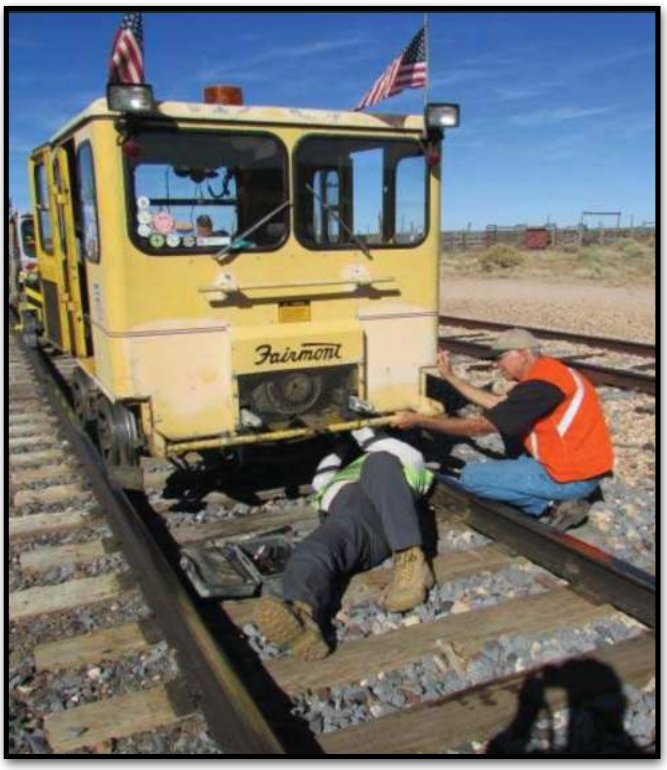
WCRG EXCURSION PARTICIPANT SAFETY ADVISORY 2022-01

“Mechanical Malfunctions While Moving”

Attending to mechanical problems while moving is a distraction to operators as well as passengers. Operators may become distracted or lose situational awareness while attempting to diagnose, repair, or otherwise correct a mechanical problem or defect while moving. “Rolling Repairs," including, but not limited to problems with fuel systems, ignition systems, electrical systems, turn-table alarms, drive chain or belt problems, radio problems, or other problems causing the attention of the operator to be distracted are not permitted on WCRG Excursions. To ensure the safe operation of the track car, as well as the entire excursion group, stop the movement and attend to the issue after the track car is stopped. Excursion participants will always be supported when stopping to address these mechanical problems.



When in doubt, STOP the movement, PROTECT following movements, NOTIFY the Employee in Charge

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WCRG EXCURSION PARTICIPANT SAFETY ADVISORY 2022-02

"Turntable Safety"

Turntable mechanical failures can cause serious accidents and injuries during excursions. It is imperative that ALL excursion participants inspect their turntables (including original, Fairmont factory turntables) with a special emphasis on home built/aftermarket units. Home built/aftermarket turntables have recently been identified as having a higher potential for design problems, failures and engineering oversights than factory built turntables.

As a result of the dangers of turntables dropping from the fully raised and locked position, WCRG has implemented additional turntable safety requirements. These requirements include a visual warning light and an ignition interlock to immediately shut down the engine in the event a turntable becomes out of correspondence/not fully retracted. Additionally, audible alarms, visual lights, and ignition interlocks must be wired to a constant hot electrical source. Operating practices changes, including a second person visually inspecting the turntable each time it is operated to verify it is fully retracted, locked and safe to proceed will also be required. These steps will reduce turntable failures and prevent accidents.

Photo: Result of Actual Recent Turntable Failure

When in doubt, STOP the movement, PROTECT following movements, NOTIFY the Employee in Charge

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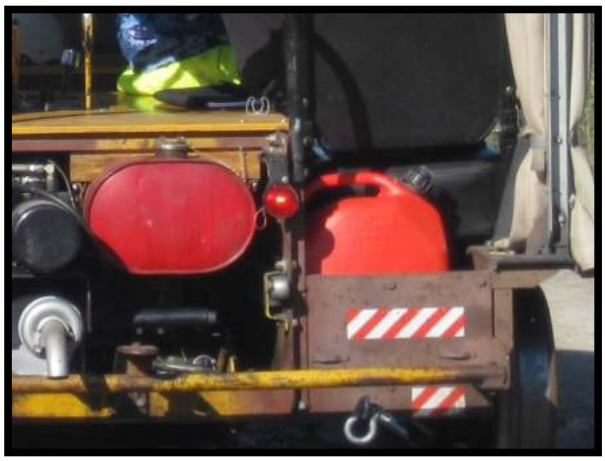
WCRG EXCURSION PARTICIPANT SAFETY ADVISORY 2022-03

“Portable Fuel Containers”

Fuel carried in portable containers on motorcars during WCRG excursions is prohibited at all times. This includes inside or outside of the motorcar. Portable fuel containers pose a significant risk to operators, as well as passengers, should the fuel seep, leak, spill, or ignite. The safest place for fuel is in a motorcar’s factory engineered tank. Exceptions for empty cans or storage of fuel on high mileage excursions with no access to fuel may be available on a pushcart, host railroad’s hyrail, or other safe means of transportation, but never on a motorcar. Refer to WCRG Rule “Fueling Track Cars”

Below are examples of unacceptable fuel container placement.



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WCRG EXCURSION PARTICIPANT SAFETY ADVISORY 2022-04

”Disabling a Track Car Mounted Safety Device”

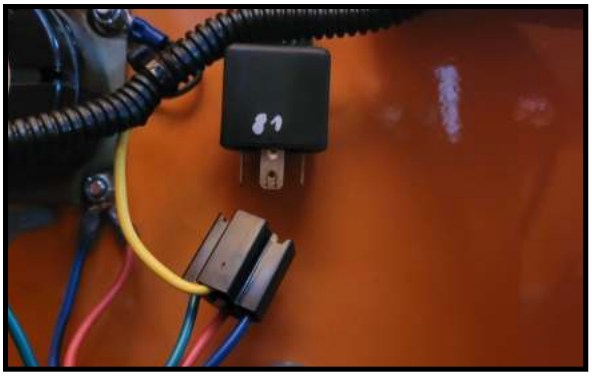
Disabling a track car mounted safety device is strictly prohibited on WCRG excursions. Examples of track car mounted safety devices include, but are not limited to, turntable audible alarm, visual light, ignition interlock, brake lights, track shunts, etc. Disabling a track car mounted safety device is defined as: “Purposefully or willfully disabling or rendering a track car mounted safety device inoperative, such as taping over, unplugging, or otherwise silencing turntable audible alarm, covering over turntable light, or disabling ignition interlock, brake lights, shunts, etc.”

Track car mounted safety devices that become defective or fail en route are not considered purposeful or willful disabling, when the EIC (Employee in Charge) is immediately notified of the failure or defect and proper safeguards are put in place before initiating or resuming movement. Any excursion participant found to have purposely or willfully disabled a track car mounted safety device may be barred from future WCRG excursions.

“Disabled Brake Light Switch”

“Taped Over Turntable Alarm”

“Disabled Turntable Switch”



“Unplugged/Disconnected Turntable Ignition Interlock Relay”

“Track car mounted safety devices protect you, your passengers, and the excursion group.”

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WCRG EXCURSION PARTICIPANT SAFETY ADVISORY 2023-01

”Condition of Brakes”

The proper maintenance, adjustment, and inspection of your track car's brake system is essential for the safe operation of a track car on WCRG excursions. Excursion participant's track cars must not have any brake defects while operating. Brakes must be properly adjusted, including holding in the first notch. Defective conditions such as loose or missing brake shoe bolts/nuts, improper toggle arm retention hardware, including missing cotter keys, hairpin clips, hitch pins, or other quick release fasteners used in place of cotter pins, as well as jam nuts not tight on the brake arms must be corrected before track car is operated. If defects are found at anytime during an excursion, notify the Employee in Charge at once for any possible movement restrictions.

“Missing Brake Shoe Nuts”

“Brake Shoe Bolts Loose/ Shoe Separated from Wood Block”

“Brake Handle Not Adjusted to First Notch”

“Improper Toggle Arm Hardware/ Loose Adjusting Nut”

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WCRG EXCURSION PARTICIPANT SAFETY ADVISORY 2023-02

”Outward Facing Cameras”

Outward facing cameras (including rear facing cameras) that continuously record the right of way during excursion operations are highly recommended. Recording the right of way while operating documents events such as trespassers on the right of way, vehicles that fail to stop for activated automatic crossing warning devices, as well as the operating practices of our excursions. Outward facing cameras protect WCRG's operations, the host railroad, and YOU.

Below are actual images of incidents captured on WCRG excursions.

Trespasser Fouling The Track

Vehicle Driving Around Activated Automatic Crossing Warning Devices

Trespasser Laying Between The Rails

Outward Facing Camera Installed

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