

WCRG Shunting Requirements For Excursion Participant's Track Cars

All excursion participants track cars must be equipped to shunt track circuits to activate automatic crossing warning devices. Shunts must be connected at rear axle, from axle nut to wheel bolt. Left side must be secured with a thumb screw to allow for deactivation when required.

WARNING - Shunt kits sold by WCRG are designed for use on WCRG excursions only under the direction and supervision of WCRG trained and qualified personnel. Use of WCRG shunt kits, or WCRG'S shunt design on a non WCRG excursion, or any other railroad operation outside of WCRG's control may result in property damage, personal injury, and / or death. User assumes all liability when purchasing, installing, and operating with WCRG shunt kits.

Instructions/parts required to shunt track cars for WCRG excursions:

- Drill and tap the rear axle nuts on both sides of track car. 1 3/16 axle (M9/M19/MT19 etc.) tap the axle nuts to 1/4 inch National Course Thread. 1 7/16 axle (M14/MT14/S2 etc.) tap the axle nuts to 5/16 inch National Course Thread. Drill and tap one wheel bolt on each side to 5/16 National Course Thread.
- Obtain four #6 AWG (American Wire Gauge) wire lugs, as well as #6 AWG (American Wire Gauge) stranded wire, one metal thumb screw, one non-conductive (nylon) thumb screw, and one non-conductive (nylon) washer. Spare metal thumb screws, non-conductive (nylon) thumb screws, and non-conductive (nylon) washers recommended.
- Assemble shunts, including crimp and solder ends of each wire lug.
- Use non-conductive (nylon) thumb screw and non-conductive (nylon) washer for insulated operation and a metal thumb screw for shunted operation on left side of car. Right side is permanently attached. Only left side needs to be cut in or out.
- Rubber tread wheels on rear axles are prohibited.
- Push-cars and trailers must be equipped with thumb screws on both sides.

Wheel Shunt
Left Side
Showing
Thumbscrew
for
Activation/De
activation



Wheel Shunt
Right Side

