



Track Car Excursion Operating Rules & Standards Effective 1-1-2019

Rulebook Change Notice #3

Effective: 12:01 AM, April 01, 2022

Cancellations: Rulebook Change Notice #3 cancels Rulebook Change Number #2

Rule 423: Inspection Requirements of Privately Owned Excursion Track Cars

The Rule in its entirety, including the title, is changed to read:

Rule 423: Track Car Inspection, Safety Appliances, and Turntable Requirements of Privately Owned Excursion Track Cars

Before using a track car, push-car, or trailer, inspect it for defects. Track cars must have a daily inspection before being placed in service. Inspection must be made of all appliances, including turntables.

Record of track car inspection must be on prescribed form and retained on track car for entire excursion.

Record of inspection is not required for push-cars/trailers.

Inspections items include, but are not limited to:

- Wheels must have satisfactory profile and will be deemed condemnable when thickness is less than 1/8". Note: rubber tread wheels on rear axle are prohibited due to shunting requirements.
- Brake rigging acceptable and brakes hold in first notch.
- Frame members.
- Fuel systems (All fuel systems must have a fuel shut off easily accessible. Shut off must be able to be operated by hand without tools.)
- Electrical systems, including lights.
- Battery disconnect functions as intended (All track cars must be equipped with battery disconnect. Disconnect may be a master switch mounted on the car, or a switch/knob directly mounted to the battery post. All disconnects must be able to be operated by hand without tools.)
- Other applicable safety appliances.

Turntable Requirements:

- All track cars equipped with electric or hydraulic turntables must be equipped with an audible alarm that automatically sounds when the turntable is out of correspondence/not fully retracted. Audible alarm must be loud enough to be heard during all operations, including when wearing/using intercoms, radio headsets and/or hearing protection.
- All track cars equipped with electric or hydraulic turntables must be equipped with a visual light inside the track car that illuminates when the turntable is out of correspondence/not fully retracted. It is recommended the visual light be mounted in the operators normal view when operating.
- All track cars equipped with electric or hydraulic turntables must be equipped with an ignition interlock that automatically disables the ignition on gasoline engines, or the fuel cutoff/injection pump on diesel engines, to cause the engine to immediately shut down when the turntable is out of correspondence/not fully retracted.
- Turntables must have a minimum 2.5 inch clearance above the top of the rail when fully retracted.
- Audible alarm, visual light, and ignition interlock must automatically activate when turntable is less than 2.5 inches above the rail.
- Audible alarm, visual light, and ignition interlock must be connected to a constant hot electrical source and not be connected through the ignition or other switch that allows the audible alarm, visual light, and ignition interlock to be disconnected or disabled.
- Hydraulic turntables must have a properly functioning locking mechanism. Locking mechanism, on turntables so equipped, must be pinned to secure rod/linkage against unintended movement.

(Rule 423 Continued)

- Early style electric (Les King design) turntables with single center base plate attachment retaining bolt must be retrofitted with additional base plate attachment hardware (commonly referred to as the Willits modification) to prevent base plate from coming loose or falling off during operation.
 - Any time turntable is operated, or before initiating or resuming movement after turntable operation, operators must verify that the turntable is fully retracted and in the locked position. Additionally, whenever a turntable (electric or hydraulic) is operated, a second person familiar with turntable operation must visually inspect and verify that the turntable is in the fully retracted and locked position. If no person is readily available to inspect the turntable, the Employee In Charge must be notified to visually verify that the turntable is in the fully retracted and locked position. If both people do not agree the turntable is in the fully retracted and locked position, the turntable will be considered as having a failed/non-complying condition. Movement must not start or resume until the Employee in Charge is notified and authorizes the track car to proceed.
 - Turntables with less than 2.5 inches clearance above the top of the rail will be considered as having a failed/non-complying condition.
 - Turntables with audible alarm, visual light, or ignition interlock that does not automatically activate when turntable is out of correspondence/not fully retracted will be considered as having a failed/non-complying condition.
 - Track cars with dead batteries, turntable alarm circuit failures, or other electrical or mechanical problems that cause the turntable alarm, visual light, or ignition interlock system to become disabled will be considered as failed/non-complying.
 - Locking mechanisms with missing pins will be considered as a failed/ non-complying condition.
 - Whenever a failed/non-complying turntable condition becomes known or suspected, or there is any doubt regarding the integrity of the turntable, movement must immediately stop. If stopped, track car must remain stopped, and movement must not start or resume until the Employee in Charge is notified and authorizes the track car to proceed.
 - Track cars with failed/non-complying turntables must not be operated, towed or moved until the failed/non-complying condition is corrected and the Employee in Charge authorizes further movement. If the turntable failure/non-complying condition cannot be corrected, the Employee in Charge will not authorize further movement of track car until the turntable is chained and locked with a WCRG effective locking device that prevents the turntable from dropping below the minimum required 2.5 inches of clearance above the top of the rail.
 - Excursion participants may be required to demonstrate to the Employee in Charge at set-on that the turntable functions as intended and complies with these requirements.
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Rule 425: Grade Crossings Equipped with Automatic Warning Devices

The Rule is changed in its entirety to read:

Track cars must approach grade crossings equipped with automatic warning devices prepared to stop. When approaching crossing and it is clearly seen that the automatic warning devices have been activated long enough to provide warning (at least 20 seconds,) and the gates (if equipped) are in the fully lowered position, safely proceed through crossing not exceeding 10 MPH until track car fully occupies the crossing. If automatic warning devices are not activated, or are intermittently activated, comply with Rule 426.

NOTE: Fully occupying the crossing means the track car has occupied all of the area of the crossing where traffic or pedestrians could drive, walk, or otherwise obstruct safe passage of track car.

Track car operators must be alert for rusty rail conditions, as well as insulating commodities such as sand, clay chips, oil, grease, etc., on top of rails. This condition could cause loss of track shunt, causing the automatic warning devices to fail to activate or to intermittently activate when approaching or passing over crossing.

Track car operators that have been advised that automatic warning devices are malfunctioning or have an activation failure must stop short of the crossing, even if devices are seen to be working as intended. After stopping, comply with Rule 426.

Track car operators may be instructed by the Employee in Charge to cut out shunts when conditions require, or if stopped on the approach or island circuit of grade crossings to avoid unnecessary activation.

Rule 426: Grade Crossings Not Equipped with Automatic Warning Devices

The Rule is changed in its entirety to read:

Track cars must approach grade crossings not equipped with automatic warning devices prepared to stop and must yield the right-of-way to traffic. If conditions require, place flagman (if available) at the crossing to warn traffic. When approaching grade crossing, when it is clearly seen that no traffic is stopped at the crossing or is approaching the crossing, safely proceed through crossing not exceeding 10 MPH until track car fully occupies the crossing. If traffic is stopped at the crossing or is approaching the crossing, stop before occupying the crossing. After stopping, proceed only when movement can proceed safely through crossing. Do not give hand signals to proceed to motor vehicles, pedestrians or other traffic.

NOTE: Fully occupying the crossing means the track car has occupied all of the area of the crossing where motor vehicles, pedestrians or other traffic could drive, walk, or otherwise obstruct safe passage of track car.

Rule 456 Reflective Safety Vests

The Rule is changed in it's entirety to read:

High visibility reflective safety vests will be required by all excursion participants (including passengers) at all times when on railroad property. Safety vests shall be either orange, green or yellow in color, and must be plain with no railroad, private company or other organization's name. Vests with WCRG'S logo are acceptable. Taping, painting, or otherwise covering up of names or logos of other railroads, private companies or organization's safety vests is prohibited.

NOTE: High visibility coats and/or shirts with reflective stripes will also meet the requirements of this rule when worn as outer most garment.

**Add the following to Track Car Excursion Operating Rules & Standards
Definitions/Abbreviations:**

Personal Electronic Device:

Add the following to the definition of Personal Electronic Devices:

Stand alone camera, either film or digital format.
