



EAST COAST RAILROADERS GROUP

First in Safety, First in Service

Track Car Excursion Operating Rules & Standards

Effective 9/25/2020

These rules will govern the safe operation ECRG Track Car Excursions. These rules govern track car operators, and their passengers, as excursion participants who are NOT qualified track car operators with East Coast Railroaders Group.

Excursion Participants must keep a printed copy of this document in their possession, or immediately available, at all times while on railroad property. This document must be printed in color.

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401: Track Car Excursion Participant Duties

Excursion participants operating a privately owned (non-ECRG) track car on ECRG excursions will be governed by ECRG and the host railroad. The Employee in Charge, ECRG officer, or the host railroad may modify, add, or delete rules or operating practices to ensure safe, efficient operation of excursion group. Rules or Regulations of other organizations will not apply.

Operators and/or Passengers who fail to comply with the rules and regulations of ECRG and the host railroad may be removed from current excursion and barred from future excursions.

All inquiries, questions, comments, concerns, complaints, and feedback regarding any aspect of ECRG, the railroad, and/or the excursion should be submitted to the Employee in Charge, or as an alternative, to a ECRG officer. Do not take complaints to the railroad or railroad personnel. Violations will likely result in participant being barred from future ECRG excursions.

402: Types of Track Cars Allowed on Excursions

"Homebuilt, heavily modified, large gang, and steam cars are permitted upon inspection and approval of the Employee in Charge (EIC)". Please notify EIC 30 days in advance of your intent to bring such equipment and be prepared to email photos and technical information for approval.

"Hi rails are welcome and must be inspected as per 49 C.F.R. part 396 and be within the 12 month time limit.

See EIC for placement in consist.

All hi rails must be placed in consist behind the host RR hi rail and ahead of the first motorcar in any convoy in any direction on movements of more than three miles."

403: Equipment Acceptable for Use

ECRG personnel or host railroad may remove a privately owned track car from an excursion if, in the opinion of ECRG personnel or host railroad, it is non-complying or unsafe for use.

404: Operator Requirements for Operating a Track Car on ECRG Excursions

To operate a privately owned (non-ECRG) track car on ECRG Excursions, the following will apply to operators:

- Operators, who have previously operated a track car on a ECRG excursion, must have completed a ECRG Rulebook worksheet within the last two years.
- Operators, who have previously operated a track car on a non-ECRG excursion (but, have not previously operated a track car on a ECRG excursion) must complete a ECRG Rulebook worksheet and be evaluated by the Employee in Charge or ECRG officer before excursion begins. Evaluation may be by phone and/or in person. A check ride may also be required in addition to the above requirements. A check ride will consist of a ECRG representative riding in the track car to observe and, if appropriate, provide feedback to the excursion participant. The duration of the check ride will be determined by the Employee in Charge.
- Operators, who have not previously operated a track car on any organized track car excursion must complete a ECRG Rulebook worksheet and be evaluated by the Employee in Charge or ECRG officer before excursion begins. Evaluation may be by phone and/or in person. A check ride may also be required in addition to the above requirements. A check ride will consist of a ECRG representative riding in the track car to observe and, if appropriate, provide feedback to the excursion participant. The duration of the check ride will be determined by the Employee in Charge.

Upon meeting the above requirements, operators who have successfully completed a ECRG work sheet and have been evaluated by an Employee in Charge or ECRG officer will be permitted to operate on ECRG excursions for a period of 2 years, or until a new Track Car Excursion Operating Rules & Standards (TCEO) rulebook is issued, which ever is sooner.

Changes to current ECRG Track Car Excursion Operating Rules & Standards will be issued by ECRG Rulebook Change Notice. When ECRG Rulebook Change Notices are issued, excursion participants must keep a copy of such notices in their possession.

Additionally, Changes to current ECRG Track Car Excursion Operating Rules & Standards will also be noted on "Excursion Event Information" notices sent out prior to an excursion.

ECRG and the host railroad reserves the right to inspect rulebooks and/or test any operator for rule compliance at any time during excursions.

Excursion participants are prohibited from operating ECRG equipment unless excursion participant is also qualified on all ECRG rulebooks.

405: Physical Capabilities

Excursion participants must be in good physical health and fully rested before excursion starts. Any excursion participant who appears to be in poor health, or have physical limitations that could potentially adversely affect their safety, the safety of others, or the efficiency of the excursion, will not be allowed to participate.

406: Release of Liability/Agreements

To participate in a ECRG Track Car Excursion, all operators and passengers must read, understand, and sign the “Release of Liability” and “General Agreement”, and deliver them to the Employee in Charge, prior to unloading track car onto host railroad’s track. Questions are encouraged before signing and should be directed to the Employee in Charge.

407: Job Briefings/Required Documents

Before excursion participants occupy any track, including before set on, or when conditions change, a job briefing must be conducted with the Employee in Charge of excursion group. In addition, excursion participants must also have all required written documents in their possession and understand such documents before setting on or operating track car.

Excursion participants (and all passengers) are required to be present during the entirety of any, and all, job briefings. Unless prior approval is received from the Employee in Charge, operators and/or passengers who miss any portion of the day’s first job briefing will not be permitted to operate/ride.

408: Excursion Participant Passengers

Passengers are allowed on excursions, unless host railroad requests otherwise. Excursion participants must provide the names of all passengers to the Employee in Charge or a ECRG officer a minimum of 3 days before the excursion begins. Excursion participants who desire to bring children under the age of 18 must contact the Employee in Charge or a ECRG officer to determine if children are allowed on a particular excursion.

Note: Operators should only invite passengers who they know personally and believe are of appropriate character and condition to safely and responsibly participate in excursion activities.

Pets are prohibited on all ECRG excursions.

Operators are responsible for ensuring the safety, behavior, and compliance by their passengers with all relevant ECRG and railroad rules. However, operators and

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passengers are jointly responsible to communicate with each other any observed conditions that may be relevant to the operation of the track car and the excursion as described in Rule 431: "On Car Communication".

Operators must instruct passengers on method of applying and setting brakes, method for shutting off engine, and location of fuel cutoffs.

Unless specifically authorized by the Employee in Charge or a ECRG Officer, passengers of a track car are prohibited from operating or controlling the movement of a track car. EXCEPTION: In case of emergency, passengers may take appropriate action to stop the movement of a track car (including shutting off engine and fuel supply, if necessary.)

409: Alcohol/Drugs/Weapons

Excursion participants must not bring any alcohol or drugs onto railroad property. Excursion participants must not have any measurable alcohol/illegal drugs in their system while participating in excursions. Additionally, excursion participants must not use or possess any prescription or over-the-counter medication which may adversely affect their safety, or the safety of others, while on railroad property and/or participating in an excursion.

Excursion participants are prohibited from bringing onto railroad property any firearm or knives with a blade longer than 3 inches.

410: Smoking

Smoking (including electronic cigarettes) is prohibited at all times on railroad property.

411: Personal Electronic Devices

All trackcar operators must have personal electronic devices turned off and stowed out of sight anytime operator or passenger is on track car, fouling any track next to track car, or standing or walking within 4 feet of nearest rail.

Passengers are permitted to take photographs during the excursion as long as doing so does not interfere with their duties as passengers

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.

412: Track Car Identification

Each track car must have a number to identify each unit. Number may be temporarily or permanently applied. Track cars without permanent numbers will be assigned a number for the excursion.

413: Supplies Required

All track cars must be equipped with:

- Fire Extinguisher.
- First Aid Kit.
- Tow Bar.
- Flashlight.
- 2 Red or orange Flags.
- Gloves.
- Two Cycle cars must carry a spare buzz coil (this does not apply to cars with electric oils.)
- Two Cycle cars must carry 2 spare spark plugs.

414: Glazing Required

All track cars must be equipped with safety glass or plastic type windows when so equipped. Front windshield glass must not be broken or cracked, except for small cracks that do not obstruct vision.

415: Spark Arrestor Optional

Track cars may be equipped with a USDA and/or USFS approved spark arrestor.

416: Audible Warning Device

All track cars must be equipped with an audible warning device. Portable air canister horns are acceptable. Bells or gongs do not meet the requirements of this rule.

417: Stoplights/Brake lights

All track cars must be equipped with rear stoplights / brake lights that are actuated by track car's brake lever.

Exception: Antique track cars not originally equipped." "Stops and slow-downs are to be signaled with flags by day or temporary or hand held lights by night

418: Radio Requirements/Use of Mobile Radio

All track cars must have a working mobile radio (or scanner), minimum of 25 watts, programmed with ECRG channel 1 (151.625) and ECRG channel 2 (151.505). ECRG 1 and 2 are the same channels many other motorcar organizations use. Radios must be turned on, and remain on the assigned excursion channel for the duration of excursion. Radio must transmit in Narrow Band mode only. The

Employee in Charge will have a copy of the Federal Communications Commission Radio Station Authorization form authorizing ECRG to transmit on channels for which ECRG is licensed to transmit for reference. When transmitting on host railroad's channel/frequency, host railroad's license will apply. Handheld radios do not meet the requirements of this rule.

Note: ECRG channel 3 (151.700) is optional and not currently required.

419: Loading/Unloading Track Cars from Highway Trailers

When loading or unloading trailers used to transport track cars or other equipment, stay clear of loading area and do not occupy the path of a track car that is being loaded/unloaded. Ensure that others working in the area stay clear of the loading and ramp areas. Remain alert for sudden uncontrolled movement. Do not foul ramp area unless duties require.

All track car loading/unloading must have its movement controlled by an effective winch or similar device. Track cars must not be allowed to coast or free wheel as a method of unloading. Operator must not rely on the use of the track car's brakes as a method of controlling the unloading process. Excursion participants are prohibited from riding track car when unloading or loading.

420: Fueling Track Cars

When fueling, the following applies:

- Turn off engine before fueling.
- Be careful not to spill fuel.
- Clean up spills before attempting to start the engine.
- Fuel cans/ portable fuel containers are allowed to be carried on track cars during excursions as long as they are located securely OUTSIDE the operator/passenger compartment of the track car or INSIDE the confines of the frame of the track car.

421: Track Car Operator/Passengers

Excursion participants must not interfere with the safe operation of the track car. No part of passenger or operator's body may extend beyond the sides, front, or rear of the track car while it is in motion. Do not stand up when track car is moving. Except in an emergency, do not get on or off moving track cars.

422: Track Car Contents/Dropped Items from Moving Track Car

Secure all items so that they do not fall off track car or interfere with the safe operation of the track car.

Excursion participants are not permitted to stop, without permission from the Employee in Charge, to retrieve items which fall out of their track cars. Radio

communication should be made to the Employee in Charge in the rear most track car describing item and location. If practical, the rear car will attempt to locate and retrieve the lost item.

423: Inspection 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 safety appliances including but not limited to:

- Brake rigging acceptable and brakes hold in first notch.
- Wheels must have satisfactory profile and will be deemed condemnable when thickness is less than 1/8".
- Frame members.
- Fuel systems.
- Electrical systems, including lights.
- Other applicable safety appliances.
- Track cars equipped with a Turntable must have a properly functioning audible alarm when Turntable is not fully raised. When fully retracted, turntables must have a minimum 2.5" clearance above the top of the rail. Hydraulic turntables must have a properly functioning locking mechanism.

Record of inspection must be on prescribed form and retained on car for entire excursion. Record of inspection is not required for push-cars/trailers.

424: Shunting the Track Circuits

Activation of the Crossing Protection: (Lights, Gates, advance approach warning.)

The decision to use the In Motion Active Shunting (IMAS) is to be made by consensus of the host Railroad and the ECRG EIC.

If active shunting is to be used, only ONE track car, the Designated Shunt Car (DSC) must be placed as the last car of the convoy consist and no other car is to be equipped with shunts of any kind.

The DSC shall be equipped with:

- A) Wheel shunts on all four wheels via steel brake shoes, heavy gauge wire from the shoes to a central switch in the operator's compartment.
- B) Commercial grade wire cable rail sweep shunt kit.
- C) Wire brushes on a bar in the center of the track car.

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D) Minimum of Eight (8) points of contact on the running surface of the rails.

E) The entire shunt system shall be controlled from one central control switch located in the operator's compartment of the DSC.

In motion active shunting shall be used on Class II or higher track with clean (silver) rail conditions ONLY.

On Excepted or Class I track or if it is evident that rail conditions are too obstructed for a reliable shunt, then crossings are to be flagged or transited at "restricted proceed" basis. It is permissible to use a shunt to initiate a traffic stop and position flaggers to maintain the stop.

All crossings including pedestrian and farm and private crossings are to be transited prepared to stop at ANY time with a maximum speed of 10 mph. Speed of transit shall be determined by sight lines and traffic conditions.

If Police or Fire (BLUE or RED, not yellow lights) are observed, the convoy will stop. The car within the crossing shall clear and the following car will stop before entering. The DSC is to be notified of the presence of Police or Fire and the DSC operator shall turn off the shunt. Once Police or fire are clear, the DSC shall re-initiate the shunt, the leading car shall wait 20 seconds for the protection to fully activate and verify that the traffic has stopped and then proceed over the crossing.

It is permissible to use horns, bells and gongs when transiting crossings. The standard --- --- - --- horn sequence will apply.

When transiting a crossing, as the track car in front of another is exiting the crossing, the following car should be entering it. If the crossing protection deactivates, the car within the crossing must exit, sounding horn and making sure the stopped traffic sees and hears them and is not starting to move.

The following track car must stop before entering the crossing and wait for the crossing protection to re-activate. The convoy can then resume its transit of the crossing when auto and pedestrian traffic is stopped and it is safe to do so.

On excursions with over 15 track cars in the consist, more than one DSC may be used at the discretion of the EIC.

If the consist is engaged in work along the ROW and is stopped or making multiple stops in discharge of their duties, in motion active shunting shall not be used.

In motion active shunting (IMAS) is to be used ONLY:

1) If a consist is traveling (taxiing) to/from a work location.

- 2) Is operating in excursion mode.
- 3) Consented to by the host Railroad representative.
- 4) On clean (silver) Class II or higher track.

425: Grade Crossings Equipped with Automatic Warning Devices

Track cars must approach grade crossings equipped with automatic warning devices prepared to stop. When approaching crossing and it is 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. If automatic warning devices are not activated, or are intermittently activated, comply with rule 426.

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, proceed only when movement can proceed safely through crossing, complying with Rule 426.

426: Grade Crossings Not Equipped with Automatic Warning Devices

Track cars must approach grade crossings not equipped with automatic warning devices prepared to stop and must yield the right-of-way to vehicular traffic. If conditions require, place flagman (if available) at the crossing to protect movement of track cars. When approaching grade crossing, if no vehicles are approaching, safely proceed through crossing. If vehicles are approaching or stopped at crossing, stop before occupying crossing, then slowly proceed when it is safe to do so. Do not give hand signals to vehicles or pedestrians.

427: Automatic Warning Devices with Key Start/Radio Tone Activation

Excursion participants are prohibited from activating automatic warning devices at crossings that are equipped with key start, radio call in tone, or other means of activation.

428: Shunt Cables

Excursion participants are prohibited from placing or removing shunt cables from the tracks without permission of the Employee in Charge or ECRG officer.

429: Mandatory Directives

Excursion participants are prohibited from copying mandatory directives that authorize main track authority, crossing protections, speed restrictions, or similar directives from host railroad.

430: Fusees/Torpedoes

Excursion participants are prohibited from using fusees and torpedoes. Excursion participant's track cars are prohibited from carrying fusees and torpedoes.

431: On Car Communication

When more than one person is riding track car, signals and conditions affecting their movement such as brake lights on track cars ahead, track speed changes, flags, approaching crossings, switches, derails, etc., must be communicated between each other (operator and passengers) to ensure the safety of track car operations and to maintain situational awareness.

432: Track Car Attendance

Excursion participants must remain on track cars, ready to proceed at all times, unless Employee in Charge suspends operations over the radio or by face to face communication. When operations are resumed, excursion participants must immediately be on their track car ready to proceed.

433: Blue Signal Protection

Blue signal protection signifies that workman are on, under, or between railroad rolling equipment. Blue signal protection is commonly used in yards and engine servicing facilities, common places that track cars are placed during layovers. When blue flags or lights are displayed on track cars, or directly in front or behind, excursion participants are prohibited from moving track cars, or removing blue flags/lights until the person in charge of blue signal protection removes it. Note: blue flags may be displayed as a cloth or similar material, as a metal sign, and/or a blue light.

434: Red / Orange Flags

A red/orange flag signifies where track cars must stop. Red/orange flags are often placed to protect on-track equipment in yards, storage tracks, etc. When a red/orange flag is displayed next to the track, or displayed between the rails, track cars must not pass the red/orange flag without permission from the Employee in Charge of the red/orange flag. A red/orange flag waved at an approaching track car is a signal to immediately stop movement. Red/orange flags will only be removed by

the person in charge of such red/orange flag. Note: red/orange flags may be displayed as a cloth or similar material, or as a metal sign.

435: Testing Brakes

Immediately after starting movement of a track car, test the brakes to ensure they are working properly. Operator must instruct passengers on how to apply track car brakes, and passengers must be familiar with applying track car brakes, in case of emergency.

436: Headlight Display

All track cars must display headlight in front and red marker in rear when proceeding forward. Track cars equipped with a rear headlight must display headlight when moving in reverse. Track cars must display headlight in the direction of travel when handling push-cars or other equipment ahead of track car.

437: Signal to Stop

Red Stoplights/Brake lights will be the primary means of signaling slowing or stopping when two or more track cars are traveling together.

Excursion participants must maintain awareness of the location and speed of the trackcar(s) ahead, and keep lookout for stop lights/brake lights of track car ahead at all times.

When track cars are operated in reverse, or brake lights/stoplights become defective or inoperative, operators will signal slowing or stopping with a red flag and/or radio communication.

ECRG Push-cars being towed may not be equipped with stoplights or marker lights. When practical, track car towing push-cars will use red flag and/or radio to signal slowing or stopping.

At all times, track car operators are required to operate in a manner, speed, and following distance which allow the operator to safely stop behind any slowing or stopping track car, push-car, or other obstruction ahead. This requirement applies regardless of the existence/absence of properly operating stoplights/brake lights, use of flags, and/or radio communication from the track car ahead.

438: Protect Following Movements

When stopped on a curve, bridge, tunnel or when other conditions require, operators must immediately protect following movements by flagging the following car with red flag to stop. Operators may use radio communication in lieu of flagging, providing radio communication is acknowledged by the following track car.

439: Change of Direction

Track car operators must obtain permission from, or be instructed by, the Employee in Charge before making a change of direction.

440: Operating Track Cars in Reverse

When operating a track car in reverse, reduce speed and use caution to prevent derailment of car. Special care must be used when operating Fairmont MT14/MT19 track cars in reverse.

441: Maximum Authorized Track Car Speed

Excursion participants will be informed of maximum excursion speeds at the initial job briefing, and must always operate at a speed that will allow the track car to stop within ½ the distance the track is seen to be clear. Reduce speed as track conditions require. Reduce speed when approaching workmen or others on or near the track. If necessary, stop track car. Operators must take into consideration that a greater distance is required to stop a track car when operating on wet or greasy rail.

442: Railroad Crossings at Grade

When instructed by the Employee in Charge, track car operators may occupy the limits of a railroad crossing at grade after verifying the route is clear before passing over the crossing at grade. Speed must not exceed 5 MPH passing over railroad crossings at grade.

At locations that utilize one way low speed crossing (OWLS):

- Track car operators must proceed prepared to stop if flange does not follow intended route, not exceeding 3 mph.

443: Switches and Fixed Derails

Excursion participants are prohibited from operating switches and/or fixed derails.

444: Portable Derails

Portable derails may be used to protect track cars during layovers or overnight. Excursion participants are prohibited from placing or removing portable derails.

445: Operating Over Switches and Frogs

Track car operators must ensure that switches are properly lined for movement before passing through switches. Do not pass clearance point until ECRG personnel or railroad employee has lined switches for the intended route.

When operating track cars over jump/lift frogs, or through the closed side of spring frogs, operate as follows:

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- The track car must proceed through frog prepared to stop if flange does not follow intended route.
- When available, a person must remain on the ground to guard against derailment and guide the track car to the intended route.

Track cars must not exceed the following speed:

- Track cars operating over jump/lift frogs, or through closed side of spring frogs, must not exceed 3 mph.
- Track cars operating over power-operated switches, derails or movable point frogs, or through turnout of self-guarded frogs must not exceed 5 MPH.
- Track cars operating through turnout of hand-operated switches and frogs must not exceed 10 MPH.

446: Track Car Rail Sweeps

Track cars equipped with rail sweeps must have rail sweeps in the fully lowered position for direction of travel.

447: Attaching Push-Cars or Handling Disabled Track Cars

Attach trailers or push-cars to track cars with tow bars suitable for the load. Fairmont hook style couplers must be drilled and pinned to secure latch in the closed position while in use. Track car must be equipped with suitable tow attachment points on front and rear of track car. When attaching tow bars, be alert for sudden movement, keeping one foot outside rail when possible. Wear gloves while handling tow bars. When track cars are pushed, Employee in Charge will authorize speed at which track car will be handled ahead of movement.

448: Securing Track Cars Left Unattended

Track cars left unattended must have brakes set, additionally wheels must be chocked or chained. Effectiveness of chock or chain must be tested. Test by first chocking or chaining wheel, release the brake and verify there is no movement of track car. Then, re-apply/set brake.

In the application of this rule, “unattended” means when a track car operator is more than 10 feet from equipment.

Track cars, push-cars, and/or trailers at front and rear of excursion group left unattended overnight, or when conditions require, must be chained and locked to the rail with a ECRG keyed lock to protect against unintended movement. Under no circumstances shall any excursion participant lock their car to the rail with a private lock.

449: Passing Trains, Track Cars, or Other On-Track Equipment

When near passing trains, track cars, or other on-track equipment:

- Track car operators should dismount when practical, and move at least 20 feet away from track upon which train is approaching, to avoid being struck by protruding or falling objects from passing train.
- Stand clear of all tracks when trains are approaching or passing in either direction.
- Do not stand on one track while trains are passing on an adjacent track.

450: Step Over Rail

When walking near or crossing tracks, step over, not on:

- Rails.
- Frogs.
- Switches.
- Guardrails, etc.
- Walk straight across tracks when possible.

451: Fouling Tracks

When necessary to foul tracks:

- Do not walk between the rails, or foul the track, except when duties require.
- Do not cross within 10 feet of the end of standing equipment, unless appropriate protection has been provided.
- Do not cross between uncoupled equipment that is separated by less than 50 feet.
- Do not position yourself between any structure and standing, or moving, equipment without sufficient clearance to avoid injury.

452: Walking On or About Tracks

Expect the movement of track cars, trains, engines, railroad cars, or other on-track equipment at any time, on any track, and in any direction. Do not foul or stand in front of an approaching track car, train, engine, railroad car, or other moving on-track equipment.

Look in both directions prior to:

- Fouling or crossing tracks.
- Moving from between equipment.
- Getting on or off equipment.

453: Proper Attire

Wear clothing appropriate for the specific duties related to track car operation. Always wear a waist-length shirt and ankle-length pants when on railroad property. Clothing must not interfere with hearing, vision, or free use of hands and feet. Do not wear loose or ragged clothing or jewelry that has the potential of being caught in moving parts of equipment or machinery. When arriving at railroad property: Prior to, or immediately upon, exiting their vehicle, each excursion participant must be wearing appropriate safety equipment (i.e. safety vest, safety glasses, work boots).

454: Footwear

When on railroad property, footwear must conform to the following criteria:

- Lace-up work boot.
- Leather or leather-like uppers.
- Near 90 degree heel.
- Safety toe (steel toe not required.)
- Six inch high (minimum).

455: Eye Protection

Safety glasses must be worn by all excursion participants at all times while on railroad property and during track car operations. This includes while operating enclosed cab track cars. Corrective lenses or sunglasses will be considered compliant in the application of this rule.

456: Reflective Safety Vests

All excursion participants are required to wear reflective safety vests. Safety vests shall be either orange, green, or yellow in color.

457: Conflict Resolution

These guiding principles shall govern all that we think, say and do.

1. Is it the TRUTH?
2. Is it FAIR to all concerned?
3. Will it build GOOD WILL and BETTER FRIENDSHIPS?
4. Is it BENEFICIAL to all concerned?

We believe in positive reinforcement, mutual respect and continuous learning.

If there is a conflict between two people, the following procedure will apply:

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1. If you believe someone has violated a rule, acted unsafe or offended you, YOU are responsible to bring it to their attention PRIVATELY for correction and resolution.

2. ONLY if they do not respond or react negatively to step #1, THEN you shall bring it to the attention of the EIC, who will determine the correct interpretation of the rule or evaluate the conduct in question. YOUR IDENTITY SHALL BE MADE KNOWN TO THE ACCUSED and the EIC shall hold a conference with BOTH parties, who will have the equal opportunity to state their cases and reasons. The EIC will then decide the correct course of action and both parties will be expected to abide thereby.

3. If you disagree with the decision of the EIC, you may appeal to the VRA Board of Directors who will hear the positions of both parties and make a final decision. Both parties will be required to pay an investigation fee of \$250 in advance of this appeal and the VRA BOD has the right to investigate all facets of conduct of each individual involved in the dispute. The decision of the VRA BOD shall be final.

It shall be transmitted via written form to the parties involved with the following three step progression:

1. Letter of Instruction.
2. Letter of Warning.
3. Letter of Penalty. (May include denial of operating privilege and/or monetary fines).
4. There will be no anonymous disclosures or "ratting out" entertained.

DEFINITIONS / ABBREVIATIONS

AAR

Association of American Railroads

Automatic Warning Devices

Devices that protect roadway/highway crossings at grade with bells, flashing lights, and in most cases gates.

Automatic Warning Device Activation Failure

Devices that fail to activate.

Automatic Warning Device Malfunction

Devices that activate, but have one or more broken gates and/or lights not working, or are actuated for no apparent reason and/or activated intermittently.

Change of Direction

Any movement opposite the direction which the excursion group is, or has been, traveling.

Clearance Point

The location near a switch or turnout beyond which it is unsafe for passage on an adjacent track(s).

DSC

Designated Shunt Car, A track car that is equipped with an IMAS system

ECRG

East Coast Railroaders Group

EIC

See "Employee In Charge"

Employee In Charge

Person in charge of excursion group and qualified under Title 49, Code of Federal Regulations Part 214.

Excursion

A track car excursion, outside of ECRG's regular railroad operations, which may include non-ECRG qualified operators who are operating non-ECRG track cars.

Excursion Participant

Track car operator or passenger participating in an excursion.

Flagman

Person, or persons, protecting highway crossings at grade, or warning track cars to stop.

Fixed Derail

A device permanently mounted to the track structure to provide protection by stopping movement of a locomotive, railroad car, or on-track equipment by derailing wheelset.

East Coast Railroaders Group Operating Rules

Fouling/Fouling a Track

Placement of an individual or equipment in such proximity to a track that the individual or equipment could be struck by a moving train or other on-track equipment, or in any case is within four feet of the nearest rail.

Guest

All guests of a track car operator will be considered "Passengers," whether or not they actually ride a track car. Also see: "Passenger".

Grade Crossing

A crossing where a public highway, road, street, or private roadway, including associated sidewalks and pathways, crosses one or more railroad tracks at grade.

IMAS

In motion Active Shunt, A system that allows track circuits to be electronically bridged, while in motion, completing a circuit and turning on road crossing warning devices.

Jump/Lift Frog

A main track frog designed for use with low traffic turnouts. The main track side is made up of an unbroken rail and the turnout side carries the wheel over the main track rail by supporting the flange of the wheel.

Mandatory Directive

Any movement authority or speed restriction that affects a railroad operation.

Motor Car

See "Track Car"

Movable Point Frog

A frog with movable points operated by a dual control switch machine or similar mechanism.

Non Complying

Track car that does not meet ECRG requirements and/or has one or more defects.

On-Track Equipment

Equipment designed to operate on railroad tracks, for the original purpose of escort, inspection, or repair of track and structures. Examples of on-track equipment include track cars, motorcars, push-cars and other machinery. Trains, engines or railroad cars are not on-track equipment.

One Way Low Speed Crossing (OWLS)

A railroad crossing at grade that utilizes a flange bearing design on one route, usually the lower traffic side.

Operator

See "Track Car Operator"

Passenger

Excursion Participant, riding with a track car operator, who carries certain responsibilities, but is not authorized to operate the track car.

East Coast Railroaders Group Operating Rules

Personal Electronic Device

Electronic device means an electronic or electrical device used to conduct oral, written, or visual communication; place or receive a telephone call; send or read an electronic mail message or text message; look at pictures; read a book or other written material; play a game; navigate the Internet; navigate the physical world; play, view, or listen to a video; play, view, or listen to a television broadcast; play or listen to a radio broadcast other than a radio broadcast by a railroad; play or listen to music; execute a computational function; or, perform any other function that is not necessary for the health or safety of the person and that entails the risk of distracting the track car operator or excursion participant from a safety-related task.

NOTE: For the purposes of this definition, inward/outward facing cameras or other securely mounted cameras such as GoPro type cameras used in compliance with rule 411, and two way radio/railroad radios and intercom systems, are not considered “personal electronic devices.”

Portable Derail

A lightweight portable device that clamps to the stock rail to provide protection by stopping movement of a locomotive, railroad car, or on-track equipment by derailing wheelset.

Push-Car

Non motorized on-track equipment designed to be pushed or pulled with a track car.

Railroad Crossings at Grade

Railroad crossings that intersect at the same level.

Shunt Cable

A device to connect both rails electrically to shunt track circuits. Automotive “jumper” or “booster” cables are not to be used as Shunt Cables.

Self Guarded Frog

A frog that does not utilize guard rails on opposite side or outer rail. Guard rail is cast into frog.

Situational Awareness

Being aware of what is happening around you in terms of where you are, where you are supposed to be, and whether anyone or anything around you potentially compromises your safety, your passengers' safety, and/or the safety of the general public.

Spring Frog

A frog with a spring operated flangeway on one side of route.

Spring Switch

A switch with spring mechanism that returns the switch points to the original position after they are trailed through.

Track Car

Any motorized on-track equipment that can be easily removed from the track.

Track Car Operator

Excursion Participant who is authorized to operate a track car

Track Shunt

East Coast Railroaders Group Operating Rules

A device attached to track cars and/or push-cars to shunt track circuits for automatic warning device activation.

Trailer

See "Push-Car"

Unattended

Track cars, push-cars or trailers when operator is more than 10 feet from equipment.

Working Mobile Radio

A mobile radio, at least 25 watts, programmed to transmit and receive on the Association of American Railroads (AAR) channels 005-097 and channels 1 (151.625) , 2 (151.505)