

Motorcar Operators West Special Operating Rules #3



Purpose

The purpose of these rules is to ensure safe operation *for all*, respecting historical, mechanical and cosmetic integrity insofar as is possible. Individual rules may be specifically waived in any given event, or additional rules may be required as a condition of event participation.

These published rules are in addition to all rules, policies, and or procedures required by the North American Railcar Owner Association (NARCOA) for the any participation in a MOW event, unless specifically waived as above. In this regard, all motorcars are always subject to acceptance by the designated excursion coordinator(s), and the coordinator(s) will have the final say.

Definition and Eligibility

The Special Operating Rules are intended to cover, but are not limited to, the standard small internal combustion powered railroad motorcars commonly referred to as "inspection cars", "signal maintainer's cars", "section cars", "gang cars", and similar. In the case of dispute, the **MOW** excursion coordinator at the event in question will have the ultimate authority as to whether any given vehicle meets the letter and/or the spirit of these rules.

General Condition

At all times, each operator has the ultimate responsibility for the good, safe mechanical and operating condition of his/her motorcar, beyond any of the specifics of the rules and standards printed herein.

Special Operating Rules

1. Equipment

1.1. Spark Arrestor

All motorcars **must be** equipped with a **USDA Forest Service approved** spark arrestor.

1.2. Special Cars

“Special” cars are defined as any car over 3500 lbs. or any car that is not properly equipped to be moved on and off tracks by humans using lift handles. “Special” cars may be run at MOW excursions under the following conditions:

- a) A “special” car operator must let the coordinator know at least 3 weeks before an excursion that they would like to run a “special” car at the excursion.
- b) The operator must receive permission from the coordinator to run the special car before the excursion

It is strongly recommend that “special” cars be run next to at least one other car capable of towing the “special” car safely to avoid delays due to breakdowns and to reduce towing safety issues.

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2. Operation

2.1. Headlights & Taillights

Headlights & taillights are to be on at all times when the motorcar is underway.

2.2. Stopping

A flag must be displayed when slowing and waved up and down when stopping.

2.3. Limited Visibility

Motorcar Operators must operate their motorcar at a speed such that it takes at least 7 seconds to pass any point of limited visibility.

2.4. Children

Each child under the age of 12 riding in or on a motorcar must be in their own seat, with seat belt fastened, while in motion.

2.5. Smoking

Fire is a special hazard in the western areas where MOW commonly operates. In this regard, smoking in or about motorcars is prohibited at all times, is strongly discouraged on railroad property generally, and may be prohibited entirely for specific events.

Effective Date

These rules are to be effective and adhered to by all members as of January 28, 2012 by resolution of the Motorcar Operators West Board of Directors.