

Motorcar Operators West Special Operating Rules #2



Purpose

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

These published standards represent the requirements in addition to all rules, policies, and or procedures required by the North American Railcar Owner Association (NARCOA) and Motorcar Operators West (MOW) 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 event coordinator(s), and the coordinator(s) will have the final say.

Definition and Eligibility

The Special Operating Rules is intended to cover, but is 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** 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 an **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 to run the special car the coordinator before the excursion. It is strongly recommend that "special" cars be run next to at least one other care capable of towing the "special" car safely to avoid delays due to breakdowns and to reduce towing safety issues.

2. Operation

2.1. Headlights & Taillights

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

2.2. 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 29, 2011 by resolution of the Motorcar Operators West Board of Directors.