

**Overloading**

Although cars were originally rated for carrying a relatively large number of adults to their work sites, this has only limited relevance to safe recreational use. Generally, to avoid breakdowns and disabling operational problems that may significantly affect other motorcars in the group, the weight in adults and baggage on board should not exceed the recommended Gross Vehicle Weight.

**Trailers**

Trailers are discouraged at all times except under special circumstances, e.g., baggage haulage for the benefit of the group, or an event operating on especially level trackage. Even then, such haulage may be restricted or even prohibited altogether at any given MOW meet.

**Passengers**

Although especially discouraged, passengers riding on trailers shall be over 12 years of age, and be demonstrably proficient in, and familiar with, the use of the brake. If under 16 years, it is strongly recommended that he/she be accompanied by a responsible adult.

**Children**

If in the opinion of the Event or Safety Coordinator a child's behavior is creating risk for himself, herself or others, or is otherwise interfering with the safe or smooth operation of the event, the accountable adult will be asked to promptly take the matter in hand.

Children below the age of 18 shall not operate motorcars at MOW events.

**Presence of Railroad Equipment**

In the presence of operating railroad equipment, motorcars must first stop, and only then proceed slowly until the locomotive and/or train has passed or has been passed by.

Keep 70 feet clear of the ends of any standing locomotives or railroad cars. Expect train or other rolling stock movements at any given moment.

**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 "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.
- 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.

**Flagging**

At a highway- rail grade crossing movements will be protected by designated adult flagger(s). Each flagger during daylight hours will wear a safety vest, shirt or jacket with high visibility color. Acceptable hand signal devices for daytime flagging include STOP paddles or red flags. At night or reduced lighting, flaggers must wear reflective outer garments such as safety vest.

**Reverse Movements**

During reverse movements lights will display proper aspects for both front and rear to indicate direction of travel

**Mot o r c a r O p e r a t o r s W e s t**  
**8672 Fairmont Way**  
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Mot o r c a r O p e r a t o r s W e s t

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**Special Operating Rules**  
**No. 1**

**Effective Saturday,**  
**February 1, 2003 12:01 AM**

Superseding Rulebook # 5

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All Motorcar Operators West (MOW) members must have a copy of these rules with while operating on a MOW sanctioned event.

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Note: Changes in this issue are printed in type same as this

# Motorcar Operators West Special Operating Rules 01

## PURPOSE

These Special Rules are to be used in conjunction with and in addition to all other rules required by and for the safe operation of motorcars on MOW sponsored and/or endorsed excursions.

## MOTORCAR MECHANICAL STANDARDS

### 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 a baseline requirement for any participation in a **MOW** event, unless accepted 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.

### Brakes

Prior to each day of operation, the integrity of the brake system shall be checked, including linkage, toggles, brake hangers, linings, etc. All brake shoes shall press on all four wheels in equal fashion.

### Safety Rails and Foot Boards

All motorcars must have some means of positive protection -- safety rails or other barrier - at each end of the seating area so as to provide positive containment for both operator and passengers. This includes for open cars armrests on the outside of the seat for the operators and passengers.

### Tow Bars

Safely retrieving non-operational motorcars is a fundamental duty and responsibility that requires each car to have a fully compatible means of coupling, both front and rear.

### Gasoline Tanks

Gasoline tanks shall be in good condition with no leaks. Auxiliary (portable) tanks must be carried within the confines of the frame of the motorcar. Avoid exposed positions on the motorcar ends.

Sufficient fuel (or availability of same) must be on hand to safely cover the entire mileage of the any planned trip.

### Horn

Each car will be equipped with a horn (or other audible warning device) that is readily accessible and is loud enough to be heard at 200 feet. Portable compressed-air horns are acceptable.

### Fire Extinguisher

Each car will carry a standard unexpired ABC fire extinguisher of minimum 2½ lb. size.

### Spark Arrestor

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

### Additional safety and Mechanical Equipment

The following are recommended:

- Sufficient tools to make common repairs on *your* motorcar.
- Heavy gloves.
- A spare working buzzer coil of correct voltage for two-cycle **Fairmont** cars.
- Spare spark plugs.

- Extra nuts and bolts of common type and other spare parts.
- Fuel strainer.

### Limited Horsepower

Motorcars of low horsepower, or low horsepower/weight ratio may not be eligible in specific events because of grades to be encountered or other similar factors.

## OPERATING RULES

### 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.

### Stopping Distance

Speed should *never* exceed that necessary to stop within one-half (½) the length of visible clear way.

### Spring Frogs

At spring or protected frogs, a complete stop must be made if proceeding through the sprung part of the frog. A person on the ground must assure that the motorcar is passing through the protected section correctly and will not derail. The motorcar must pass through at less than 1 mph.

### Flagging

Any significant reduction in speed should be accompanied by an immediate show of a red flag held out in a horizontal position. Brake lights are not a substitute for flag signals.

When safely stopped, the operator and/or a passenger should immediately stand alongside the car with the red flag, an unmistakable signal to any following traffic that the car is not moving.

A red or blue flag or sign placed between the rails is not to be passed.

An operator will not pass a flag or sign until the operator has obtained permission and has a though explanation from the flagman.