

MOTORCAR OPERATORS WEST

Special Operating Rules 01

PURPOSE

These Special Rules are to be used in addition to and in conjunction with the NARCOA Book of Rules 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.

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. A horizontal hitch will be securely attached to both the front and rear frame members of the motorcar through which there is a minimum one inch (1") clear hole for easy insertion of a draw pin.

Fuel Tanks

Fuel 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.

Lights

The headlight will be lit at all times whenever the car is moving. The red tail light will be lit at all times when the car is moving and must be clearly visible for 200 feet.

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 functional ABC rated 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.

Speed

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

Braking

The operator should routinely demonstrate the use of the brake to all passengers, and indicate that they are to feely use it in any real emergency.

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.

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 on Trailers

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.

Unnecessary Noise

For both the comfort of your motorcar companions, and the citizenry, the use of horns or other sound-making devices will be minimized at all times, and restricted only to those situations where safety requires.

Children

Children must be at least 5 years old to participate in a MOW event. While underway, each child must wear a Snell approved helmet and have their own seating position. 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.

Shoes

As a minimum, closed-toe ankle-height boots are required attire

for all 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 from the coordinator before the excursion

Flagging

At a highway- rail grade crossing movements will be protected by designated adult flagger(s). Each flagger during daylight hours is strongly encouraged to 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.

MOTORCAR OPERATORS WEST
8672 FAIRMONT WAY
FAIR OAKS, CALIFORNIA 95628

© Copyright 2003 Motorcar Operators West

MOTORCAR OPERATORS WEST

Special Operating Rules

No. 1

**Effective Saturday,
March 30, 2003 11:59 PM**

Superseding Rulebook # 5



Motorcar Operators West (MOW) operators are required to have in their possession a copy of these rules in addition to the NARCOA Book of Rules while operating on a MOW sanctioned event.

Note: New rules and rule changes in this issue are printed in type same as this

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.

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.

Motorcar Operators West Special Operating Rules #3



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.

**Motorcar Operators West
Special Operating Rule #4**



The RED ZONE

1. The RED ZONE: Safe Motorcar Loading and Unloading Techniques

1.1 Special Operating Rule # 3: The RED ZONE was created to guard against injuries and damage during the transfer of a motorcar between the trailer and the rails. The general concept is to restrict access to the area behind a motorcar while it is being transferred.

1.2 The RED ZONE is the area beginning at the back of the tow vehicle and extending to the tracks and in some cases beyond. In direct-to-rail transfers and downhill set-on locations, the RED ZONE distance would be extended according to conditions.

1.3 The RED ZONE restrictions and requirements apply to both operators and bystanders.

1.4 In the RED ZONE all vehicles, while being transferred, must be under positive mechanical control. Transferring a motorcar by freewheeling of the winch or mechanically unrestrained rolling or driving off or on a trailer is strictly prohibited. All equipment used to transfer motorcars must be maintained in good operating condition.

1.5 In the RED ZONE unsolicited help or other distractions of operators in the process of transferring a motorcar should be avoided so that they may maintain their attention on their technique while transferring their motorcar.

1.6 The RED ZONE restrictions also apply to operators staging their tow vehicles in preparation for their turn to transfer their motorcar. Park and wait in a safe location and wait for directions from the EC before entering the set-on/set-off area.

Effective Date

These rules are to be effective and adhered to by all members as of June 6, 2023, by resolution of the Motorcar Operators West Board of Directors.

**MOTORCAR OPERATORS WEST
GRADE CROSSING FLAGGING AND STOP PADDLE
PROCEDURES SPECIAL OPERATING RULE #5**



This brief guide provides information on how best to meet the safety challenges of protecting motorcars, operators, and guests while crossing high-traffic highway crossings using Red Flags and/or Stop/Slow traffic paddles. It is strongly recommended that Excursion Coordinators (EC) select volunteers with the most experience in flagging for this duty. It is also recommended that the Excursion Coordinator conduct a briefing with the flaggers to discuss flagging procedures before making the crossing. The use of Stop/Slow traffic paddles is preferred over Red Flags.

1. A briefing with the EC in advance of the crossing procedure will be held to discuss the speed of traffic, size of approaching vehicles, and blind curves amongst other issues that may be pertinent to the crossing. The EC will instruct the flaggers on how to approach the highway and cross to the other side safely. They will determine the number of flaggers and where each flagger will stand in relation to the crossing.
2. At the briefing the flagging crew members will decide which side of the highway each member will flag. It is important during the grade crossing maneuver that flaggers communicate with one another by voice or hand gestures so that they may coordinate the raising and lowering of flags and paddles.
3. To begin the crossing procedure the flaggers will move to their predetermined positions on the road after there is a safe opening in the traffic. Flaggers should check their location for an emergency escape route in case it is needed.
4. The lead flagger will wait for confirmation from the Excursion Coordinator that all motorcars have arrived at the crossing and that the EC is ready to move the consist across the highway. He will be certain that all flaggers are in place before giving the signal to his crew members to raise their stop paddle/flags.
5. To begin the crossing movement, the lead flagger will observe the flow of traffic and wait for an opening in traffic before signaling the other crew members to raise their stop paddles/flags.
6. Flaggers should move their flags up and down as the first vehicles approach so that they are seen by the drivers. Flaggers are to hold their flags out and with their free hand raised to signal the vehicle drivers to remain stopped. If using the combination of a flag and a stop paddle the flag would be waved and the stop paddle would be raised.
7. The flag crew leader will give the “go ahead” signal to the excursion lead car when the paddles/flags are up, and traffic is controlled.

8. Flaggers must remain facing and observing traffic at all times during the crossing. Flaggers are not to look back at the motorcars moving across the highway, their eyes must always be on the vehicles stopping in front of them.
9. Flaggers will remain in position with their flags raised until all motorcars have safely crossed the highway and all crew members are clear of the road. In the event that there is a large gap in the motorcar traffic, the lead flagger can stop the motorcars from crossing and release highway traffic. The lead flagger will then determine when it is appropriate to cross the remaining cars safely.
10. When all the motorcars are crossed, and the movement is completed flaggers can lower their flags. Flaggers should be sure they are safe as they walk along the shoulder and crossing the highway while returning to their motorcars.

A brief outline of crossing procedures:

1. Conduct briefing.
2. Go to positions.
3. Avoid standing on bridges.
4. Wait for the signal from EC.
5. Wait for clear traffic.
6. Raise the flag at the signal of the crew leader.
7. During the crossing, continue to observe stopped and approaching traffic, not the motorcars.
8. After motorcars have crossed, continue flagging until you and all crew partners have safely crossed the road.
9. When all crew members have crossed the road, lower your flags.

Always be sure of what you are doing and that it is safe!! Expect the unexpected!! **We always have enough time to be safe!!**