

Rocky Mountain Narrow Gauge September 2024 Motorcar Run Reservation Form

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**Submit a copy of this page for *each* operator**

As an operator attending a Rocky Mountain NG motorcar run I certify that:

- I have read the ROCKY MOUNTAIN 3FOOT NARROW GAUGE TOURS announcement materials and will comply with the stated requirements
- I understand that no passengers are to be carried for hire or fundraising purposes
- I understand that to run on the D&S I must take a drug test in Durango and that I must have a copy of my passing test results in hand in order to be allowed to set on in Silverton
- I understand the Narrow Gauge equipment requirements especially concerning restrictions on nonstandard drive trains. Contact Richard Reiff if you have questions on this.
- I will keep up with the pace set by the pilot, and accept tow if I am unable to maintain pace due to mechanical condition, or be set off. I understand that I may be expected tow disabled cars.
- I understand that operational considerations may delay our return to our terminal on any day, or may even require that we walk out, and will carry sufficient medications, food and water for all persons in my car accordingly.
- Ultimately, I, the operator, am the person finally responsible for the safe mechanical condition of the motorcar I am bringing to the excursion. [NARCOA RuleBook]
- I understand that only NARCOA mentored, NARCOA qualified and insured operators are allowed on the D&S or C&TS.
- I and my passengers will follow the directives of the EC, EC's appointed assistants and/or Railroad representatives without undue comment. I will ensure my passengers comply with all of the rules applying to personnel and participant behavior [NARCOA RuleBook Sections "Alcohol & drugs", "Weapons", "Riding Position", "Bridges" and "Personnel"]
- I understand that no independent operation will be allowed [NARCOA RuleBook] and I will make no reverse movement except under the authorization of the E.C. [NARCOA RuleBook]. I will not stop except when the group stops, or in the case of emergency or breakdown, and then only in as safe a place as possible, with good visibility behind and provide flag protection as soon as possible. [NARCOA RuleBook]
- I will follow safely and vigilantly [NARCOA RuleBook] I also understand that safe following does not include running slower than the Pilot pace resulting in an ever increasing gap in the lineup.
- I understand that there will be no smoking on railroad property.
- I understand that **all** NARCOA rules, policies and codes of conduct apply to me and my passengers during this run, and that we will comply, whether they are specifically cited here or not.
- I understand that NARCOA RuleBook states "EXCURSION CONCERNS. Excursion participants will not complain to railroad officials or railroad employees about the manner in which excursions are being or have been conducted or about anything related to their railroad. NARCOA members are responsible for the conduct of their guests. All excursion related complaints will be directed to the Excursion Coordinator. If the member does not feel that his complaint has been remedied or reasonably explained, or if the complaint is about the Excursion Coordinator or the way the excursion was conducted, the member will then direct their complaint to their Area Director." **DO NOT CALL THE RAILROAD TO ATTEMPT TO OBTAIN ANY SPECIAL TREATMENT ON DRUG TESTING OR WRITTEN EXAM.**

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Printed Name: \_\_\_\_\_

NARCOA Rule Book Certificate Number \_\_\_\_\_ NARCOA Current Insurance Number \_\_\_\_\_

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**Submit a copy of this page for *each motorcar***  
**Include a check made out to “Rocky Mountain Division”**  
**DO NOT MAKE CHECKS OUT TO RICHARD OR ALAN**

Primary Operator's name: \_\_\_\_\_

Email: \_\_\_\_\_  
(If you don't check your email regularly, now is a good time to learn to do so, as this is how we will send further information)

Check which runs you want to register for:

Sept D&S \_\_\_\_\_ \$385/car a la cart  
Sept C&T \_\_\_\_\_ \$395/car a la cart  
\$750/car if signing up for both

Contact Phone number \_\_\_\_\_ Is this a daytime or evening number? (D/E) \_\_\_\_\_  
(Where we can normally reach you)

Traveling Phone number \_\_\_\_\_  
(to get messages to you on the road in case of plan change)

Is this your first time to operate on the D&S or C&TS? (Y/N) \_\_\_\_\_

**MOTORCAR INFORMATION:**

Motorcar manufacturer: \_\_\_\_\_ Motorcar type: \_\_\_\_\_ Engine: \_\_\_\_\_

Factory drive train (Y/N) \_\_\_\_\_

If not a factory drive train, is there a mechanical neutral or clutch to disengage the drive?  
Describe \_\_\_\_\_

\_\_\_\_\_  
(Car must be able to be towed without removing the drive chain) Please contact Richard Reiff for clarification of requirements.

Do you have a large motorhome type rig you will bring to Set-on? \_\_\_\_\_  
(this info will be used to organize set-on times)

This year **Richard Reiff** will be handling registration. **Please do not send registration materials or checks to Alan (or Philip).**

**Other Comments:** \_\_\_\_\_

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Send your check payable to **Rocky Mountain Division** with **both** pages of this form to:  
**Richard Reiff, 4364 Blueflax Dr, Pueblo, CO 81001**  
[Daylight4449@comcast.net](mailto:Daylight4449@comcast.net) 719-289-6971

**PS:** We use the **postmark date** to arbitrate "first come - first serve" so you don't have to use Fed-Ex and other express delivery-First Class Mail works quite well. **Please do not send registration in any manner that requires us to sign for it.** If you do this, it will actually slow down delivery to us, and it causes very annoying trips to town. We will acknowledge by email the receipt of your application.