

TRAILBIKE STANDARDS AND REQUIREMENTS

TRAILBIKE OPERATIONS
C&O CANAL NATIONAL HISTORICAL PARK

March 20, 1984

JUSTIFICATION FOR BIKE USE

The principal recreational attraction on the canal is the tow-path. During the year there are over six million visitors on the 184-mile towpath at all locations. Vehicle cross-access to the canal is severely limited and ranger transportation by 4-wheeled vehicle is expensive and sometimes inefficient. Visitors cannot be contacted successfully except at periodic road access points. There is also a need to do more patrolling for vandalism and quick response. Trailbikes are also a most satisfactory means of performing park inspections by rangers, headquarters personnel and maintenance staff. Therefore, the use of light trailbikes (approximately 110 cc) has proven ideal over the past few years and has provided satisfactory visitor contact which is essential for the well-being and safety of visitors. Light trailbikes of the kind we now have do less damage than thin-wheeled 10-speed bikes. There is no comparison of the cost between the amount to put a ranger on the towpath on a trailbike as measured against a 4-wheeled vehicle. Time actually spent on the resource is greater and time with park visitors is also greater. There are also significant savings in gasoline and initial cost.

AUTHORIZED EMPLOYEES

The following employees are authorized to operate NPS trailbikes in performance of official duties:

Headquarters

Richard L. Stanton
James D. Young
Dale B. Sipes
Linda Toms
Elaine D'Amico
David Forney

IRRM

Harvey Sorenson
Rick Erisman
Robert Roderick
Jim Seibert
John Frye
Mike Mastrangelo
Martin Gallery
Ed John
Christine Kinneary
Paul Apple
Ken Newbraugh
Roger Ross
John Bailey
Mike Brown
Louis Wesselhoft
Rod Suarez
Kenneth Harris
John Pabers
David Jones
Charles Wyant

Maintenance

Dan Hostler
Glen Gossert
Ron Bricker
George Hicks
Ed Fisher
Dick Marshall

List will be revised periodically to add or delete names)

VEHICLES

1. Vehicle will be approved by the Park Superintendent, painted standard National Park Service green and bear approved NPS markings. No personal trailbikes will be used.
2. Maintenance schedule in respective operator's manual will be followed.
3. Operator will check and adjust to required levels, the gasoline, oil, battery, and tire pressure before use. Chain tension will be checked and adjusted if necessary before use. Chain oil will be applied at least once per week and more frequently if necessary. Vehicle will be cleaned regularly and be ready for use at all times.

OPERATION

1. Operator will arrange for all repairs and maintenance not required by operator.
2. Operator will wear approved National Park Service field uniform at all times during operation. Approved helmet and clear face shield or approved eye protection will be worn during operation. Approved gloves and boots will be worn.
3. Headlight will be on at all times.
4. Operator will observe all Maryland and District of Columbia motor vehicle laws.
5. Towpath speed will be safe and prudent, dependent upon towpath conditions and visitor density. In no instance will speed exceed 15 mph on the towpath.
6. Vehicle will be operated with a minimum of noise.
7. Operator will always yield right-of-way to visitors.
8. Engine will be switched off when practical when contacting visitors. In the presence of horses, engine will be shut off and operator will dismount or the operator may negotiate the passage with the horse-visitors.
9. There will be no pursuit driving on the towpath.
10. While on patrol, operator will carry first-aid kit, complete visitor information and 20 feet of rope.
11. Operator will periodically report position by radio.
12. A passenger is not permitted under any circumstances.

13. All accidents will be reported promptly by the operator to the Supervisor.

14. Motorcycle drivers license (State and Federal) will be carried on person during bike operation.

TRAINING AND LICENSING

1. Operators must pass an approved National Park Service or U.S. Park Police training course before being issued U.S. Government Motor Vehicle Operator's Identification Card. Maryland residents must have a State Class E License. A valid state license to operate motorcycles from other respective states of residence will be required of all other operators.

2. Operator will ride a motorbike a minimum of 4 hours per month on the towpath, weather and conditions permitting, to maintain skills.

3. Authorized operators will participate in an annual refresher course sponsored by the park, usually in the Spring.

ASSIGNMENT OF VEHICLES

1. Vehicles will be assigned to individuals or groups of individuals. Each individual, or group of individuals will be responsible and accountable for the care, security, and maintenance of the respective vehicles. Responsibility includes arranging for delivery to and pickup from repair outlets; maintaining supply of gasoline and oil, supply of visitor and first aid and safety material to be carried with each trailbike.



Richard L. Stanton
Superintendent

I have read and understand the above trailbike operation standards and requirements for the C&O Canal National Historical Park and agree to perform to the standards and requirements outlined herein.

Signature

Date