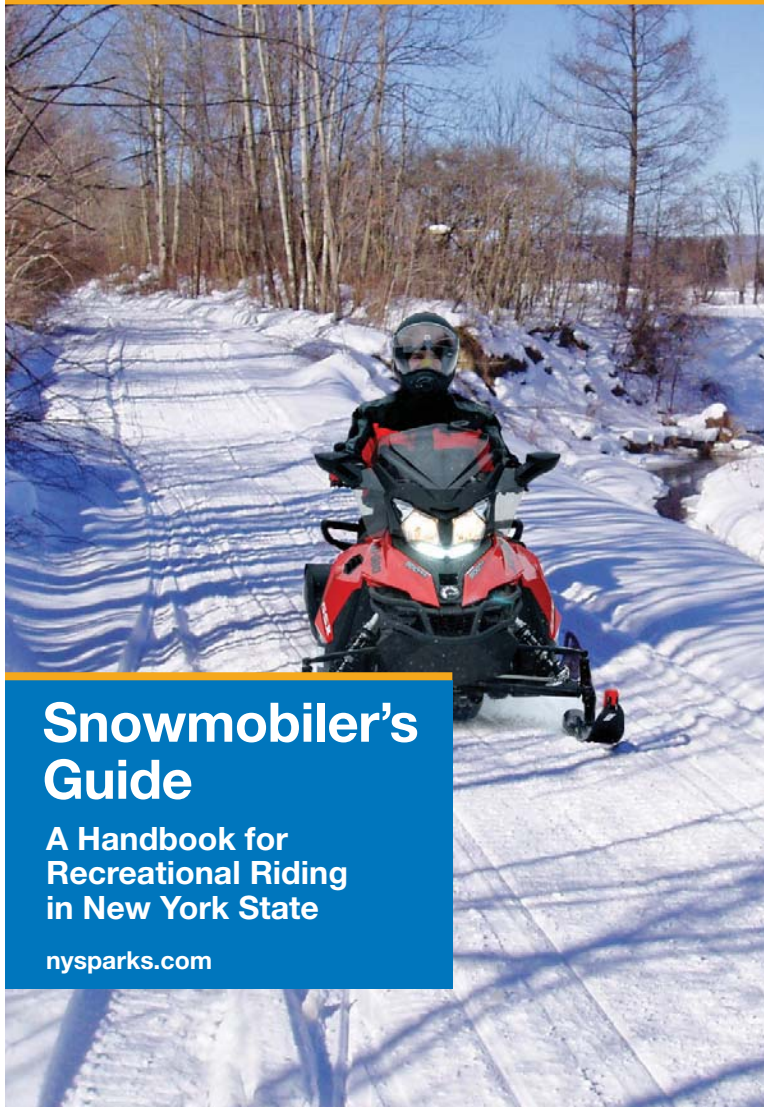


EXHIBIT D



Office of Parks,
Recreation and
Historic Preservation



Snowmobiler's Guide

A Handbook for
Recreational Riding
in New York State

nysparks.com

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An alternative method of road crossings is called designated road guards. One or two of the most experienced riders are pre-designated as road guards for all the road crossings. When a crossing is completed, the leader must stop the column and allow the road guard(s) to pass the other riders and return to a position just behind the leader prior to the next road crossing. This method is best suited to riding with a group of beginners, children, or unusually slow riders.

Trail Etiquette

You will be sharing the trail with other users no matter where you ride. They may be other snowmobilers, grooming equipment, other recreational users, road users if the trail is on a road, and, most definitely, wildlife. Most, if not all, will have just as much right to the trail as you do. How you approach their presence makes a great deal of difference in how safe the trail is for everyone.

Stay to the right of the trail at all times. Always assume someone is coming the other way, because sooner or later someone will. Staying to the right is very important in limited sight areas like on a hill or on a curve. But, always beware of vehicles that are parked on the right side of the trail or road. You don't want to hit them.

When you meet an oncoming group of snowmobilers, slow down and give them as much room as possible. If the trail is narrow, one group (usually the smaller one) should stop and yield the right of passage. A group going down a hill should usually yield to one going up.

You should also be aware of faster riders overtaking you from behind. Keep to the right to allow them to pass. If the trail is narrow, pull off and stop until they go by.

One of the most important aspects to sharing the trail with other snowmobilers involves how you position your snowmobile when you stop. Never block an intersection. Never stop side-by-side on a trail. Never stop in the middle of a trail.

Groomer encounters can be difficult. Groomers usually warn you of their presence with flashing yellow warning beacons. It is a violation for any snowmobiler to fail to yield the right of way to a groomer.

When encountering automobiles and trucks on shared-use roads, stay to the right, go slow, use the kneeling or standing position to be more easily seen, and always yield to the wheeled vehicles.

Encountering other snow trail users is an opportunity to make friends for snowmobiling. You are an ambassador for our sport whether you like it

or not. Other users will judge all snowmobilers by the way you act. A smile, a wave, and a friendly, positive attitude will go a long way in making them feel more comfortable about us. That helps our sport in every respect.

When you encounter skiers or snow hikers, slow down to the minimum to maintain forward motion. When you have gone well past them, slowly accelerate back up to cruising speed so as not to spray them with snow.

When you encounter dog sledders or horseback riders, slow to a crawl, and yield the way. If there is the slightest doubt about the behavior of the animals, stop and shut off your motor. Let the people with the animals control the encounter. The animal owner may well wave you on by. If so, pass at a minimum speed. When you have gone well past them, slowly accelerate back up to cruising speed so as not to spray them with snow or scare the animals with sudden noise.

If you encounter ATVs or motorcycles, remember that they do not have the control and maneuverability of a snowmobile, and must be given lots of room.

If you are lucky enough to encounter wildlife on the trail, slow down or stop entirely so as not to alarm the animals. You'll get a better look that way. Never chase or harass wildlife.

No matter who you meet on the trail, ride respectfully. It protects your right to ride.



Riding to Protect the Trail

Good riders always ride to protect the trail. They know that it is the product of considerable effort by snowmobilers to obtain landowner permission, construct and mark the trail, and groom it to smooth the surface.

Protecting the trail begins with waiting until there is enough snow to ride. Three inches is the minimum. Once there is enough snow, protect the trail by staying on it. Don't litter or take souvenirs. Riding off trail, littering, or taking souvenirs can anger landowners and result in loss of trail riding privileges.

Good riders also make it a point not to run modified exhaust systems in violation of New York State law.

Riding to protect the trail also means riding to protect the trail surface from damage. Moguls are formed by uneven compaction of snow by snowmobile traffic. Formation of moguls is encouraged and amplified by

**PLEASE STAY
ON TRAIL**

poor snowmobile operation habits. Quick starts, hard cornering, gunning the throttle, and hard braking all dig up snow from the smooth trail surface and deposit it in small piles that become seeds of big moguls. Additional traffic hammers the surface, and the bumps grow as the softer spots turn into dips.

As the surface continues to deteriorate, the moguls get bigger as the dips between them are dug into holes. This makes restoring the trail surface with a groomer much more difficult. Once the trail has started to mogul up badly, it is almost impossible to obtain the uniform snow compaction needed to keep a smooth trail.

In extreme cases, the moguls get so big that inexperienced riders will tend to apply power at the bottom of the hole to get up over the next mound, thereby digging even more snow out of the hole and making the bad moguls even worse. Try to maintain constant throttle pressure at all times, even when riding through large moguls.

Hard cornering, with hard braking into the turn, followed by gunning the throttle to power slide through, will result in most of the snow being thrown to the outside of the trail. This produces a high berm on the outside of the turn and eventually bare ground at the bottom of the turn. At this point, the trail is much less safe when riders pass each other going in opposite directions.

The best way to ride to protect the trail surface is to ride smoothly. Take off gently and slowly roll on the power to accelerate up to cruising speed.

Maintain constant throttle pressure to cruise at a steady speed. Avoid drag race starts, hard cornering, gunning the throttle, and panic stops that damage the trail. And keep your speed reasonable.

Don't ride a trail that has just been groomed. A groomed trail needs several hours to set up or it will quickly deteriorate to the ungroomed condition. Take another route instead.

If everyone cooperates and rides to protect the trail, we will keep our trails open, have fewer off-trail trespass problems, and our trails will stay much smoother much longer.

Speed, Alcohol, and Drugs

Snowmobiles have a better power-to-weight ratio than other land vehicles, and significantly higher performance capabilities than most drivers are accustomed to having. Excessive speed on the trails has become a serious problem, leading to accidents, injuries, landowner reluctance to allow trails, and outright trail closures. It is one of the two major factors in most of the fatal snowmobile accidents in New York State. Some snowmobilers like to go fast. But save it for organized competition under safe, controlled conditions. See the Information Resource Section for contact information on racing associations.

Do everyone a favor and keep your speed on the trail in check. Some trails in our state will safely permit sustained speeds above 40 miles per hour, and even that is too fast on bumpy, narrow, or unmaintained trails. Posted speed limits on roads apply to snowmobiles, too. You should never exceed the New York State statutory 55 miles per hour speed limit on any snowmobile trail.

Don't let others pressure you into riding over your head. If something unexpected happens, the result could change your life forever.

Never, ride under the influence of alcohol or drugs. Alcohol distorts your perceptions, lowers your body temperature, slows your reaction time, and impairs your natural sense of caution. Operation under the influence of alcohol is the other of the two leading contributors to serious and fatal snowmobile accidents in our state.