



Principles of Track, Track Components, & Geometry

Presented by:
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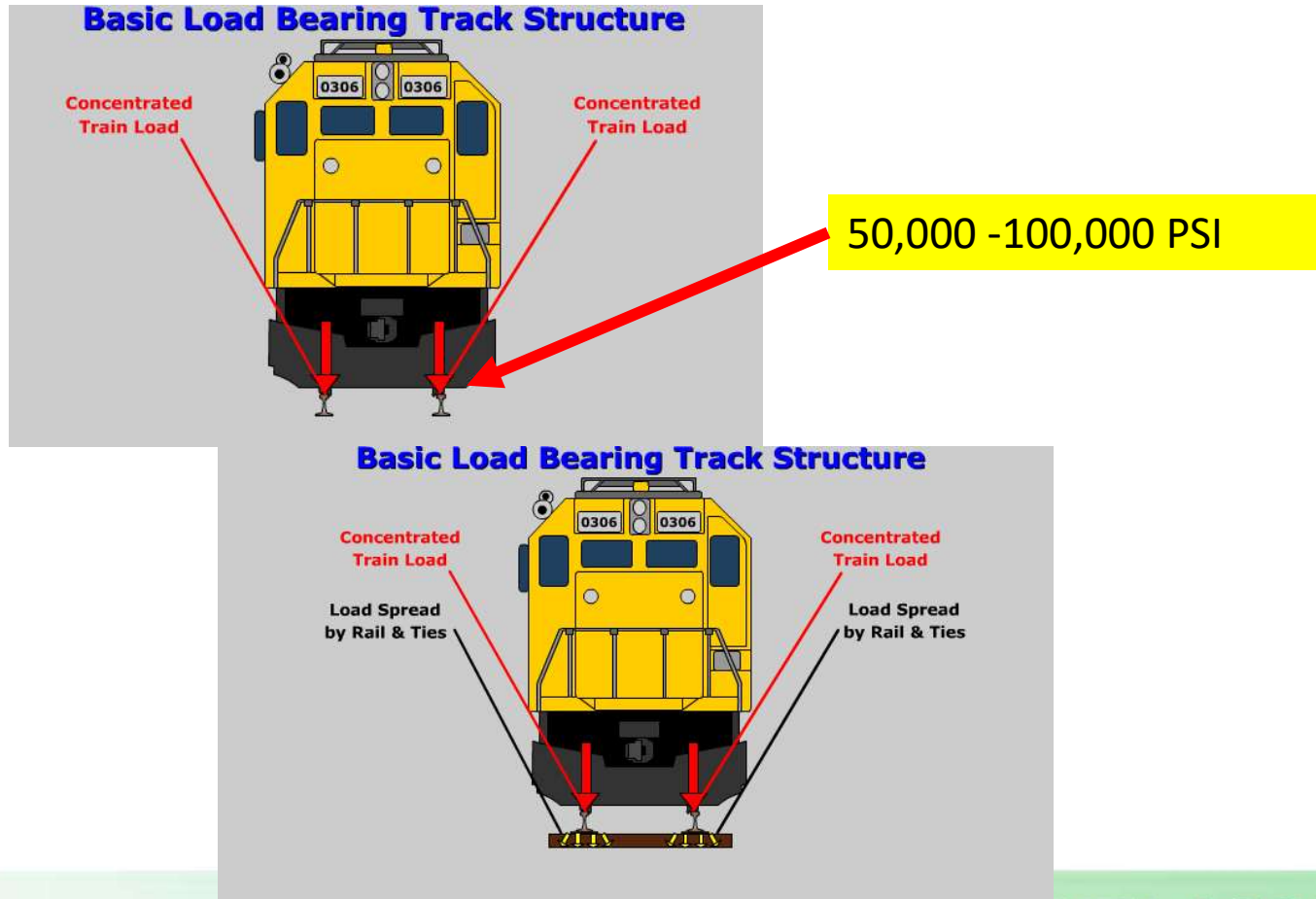
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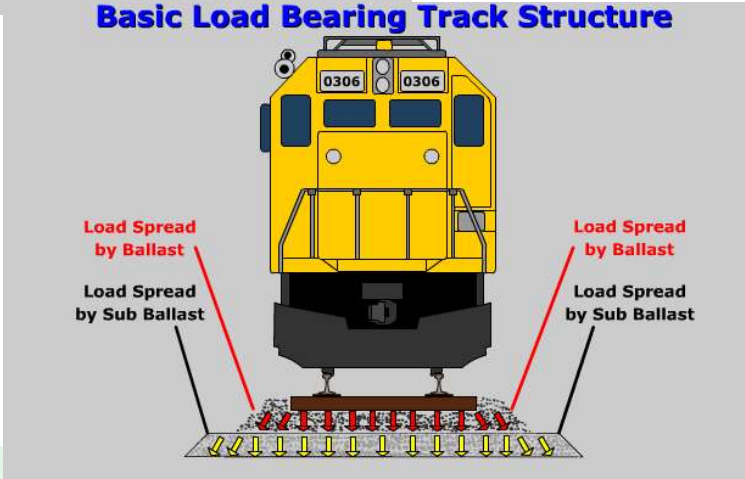
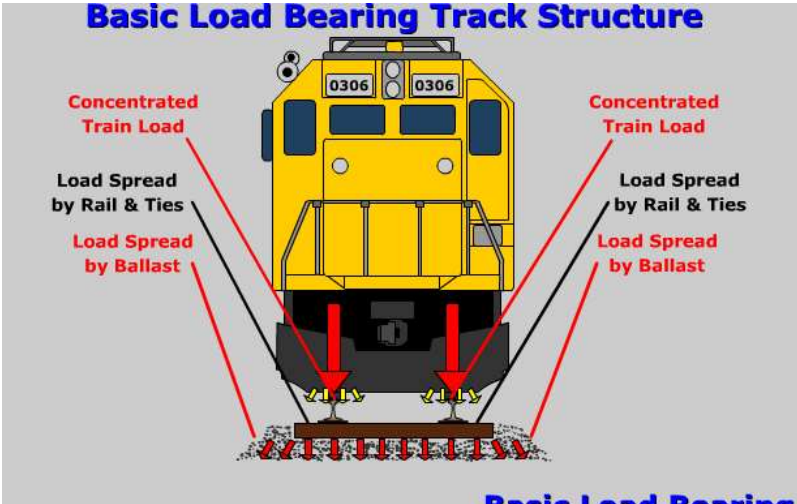
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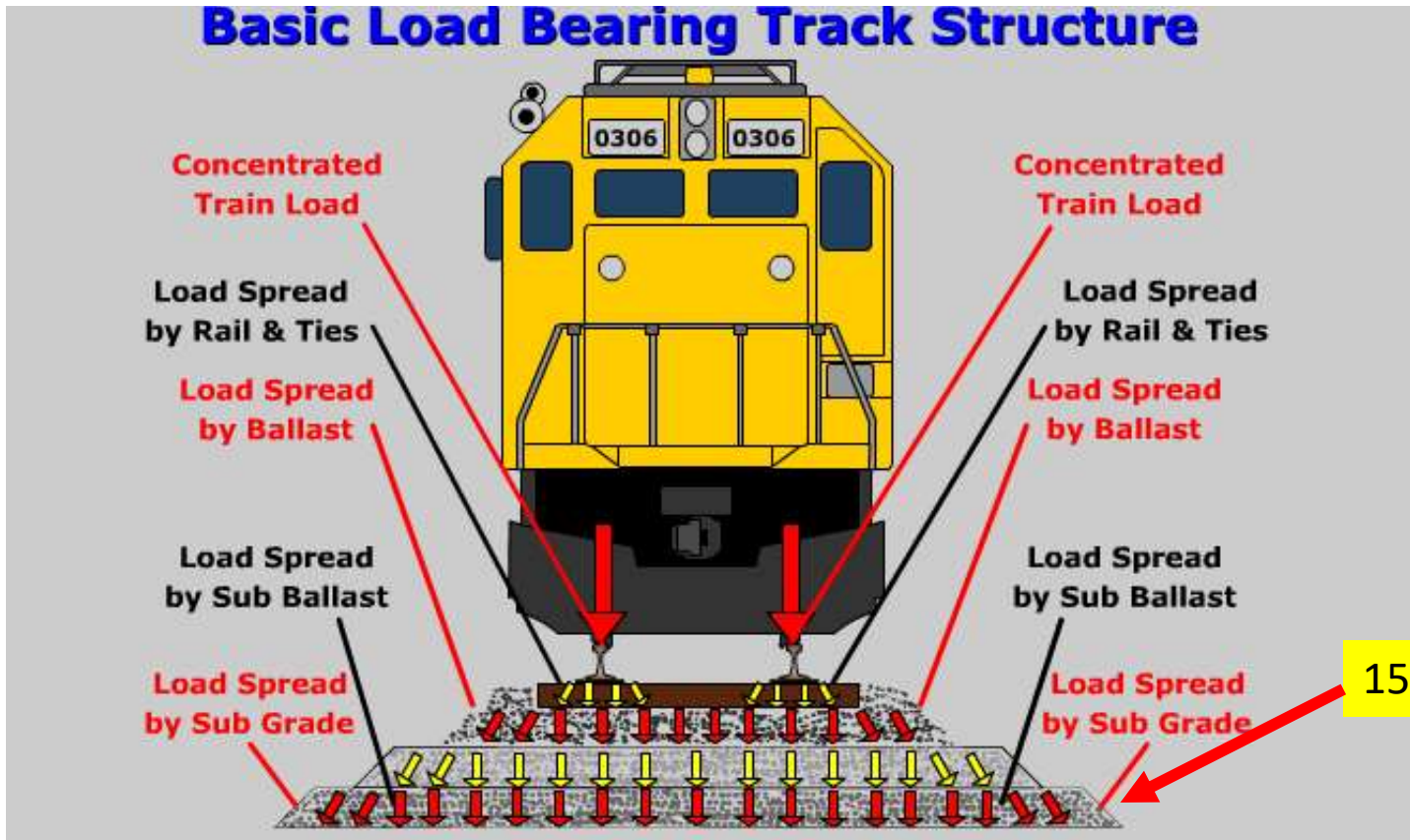
Topics

- **Track Structure as a System**
- **Curves and Curve Geometry**
- **Turnouts and components**
- **Derails**
- **OWLS and Jump Frogs**
- **Track Geometry**



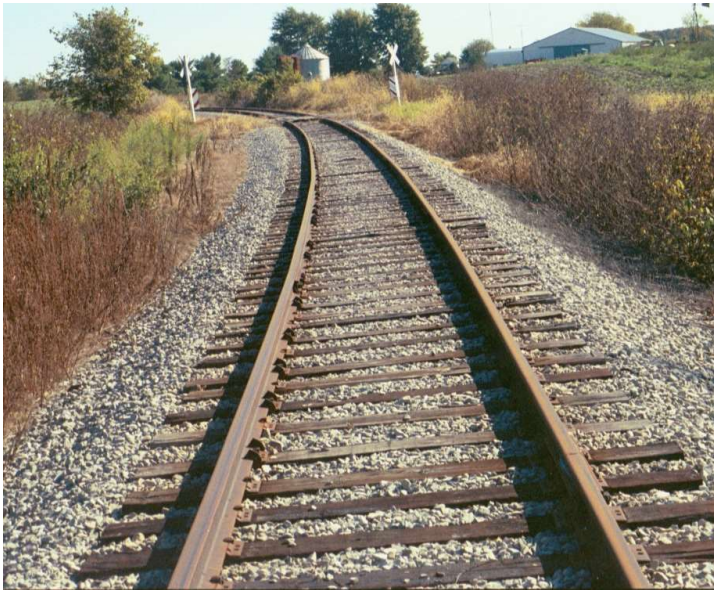






Curves and Curve Geometry

2 characteristics of curves



Elevation

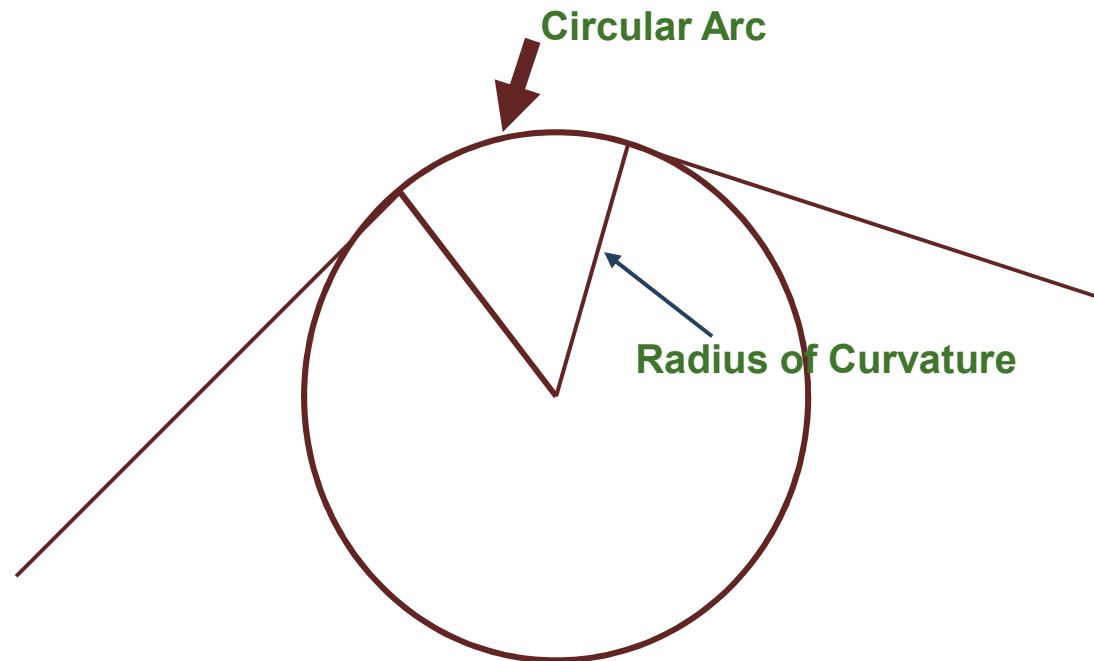


Alignment



Definition of a Curve

7

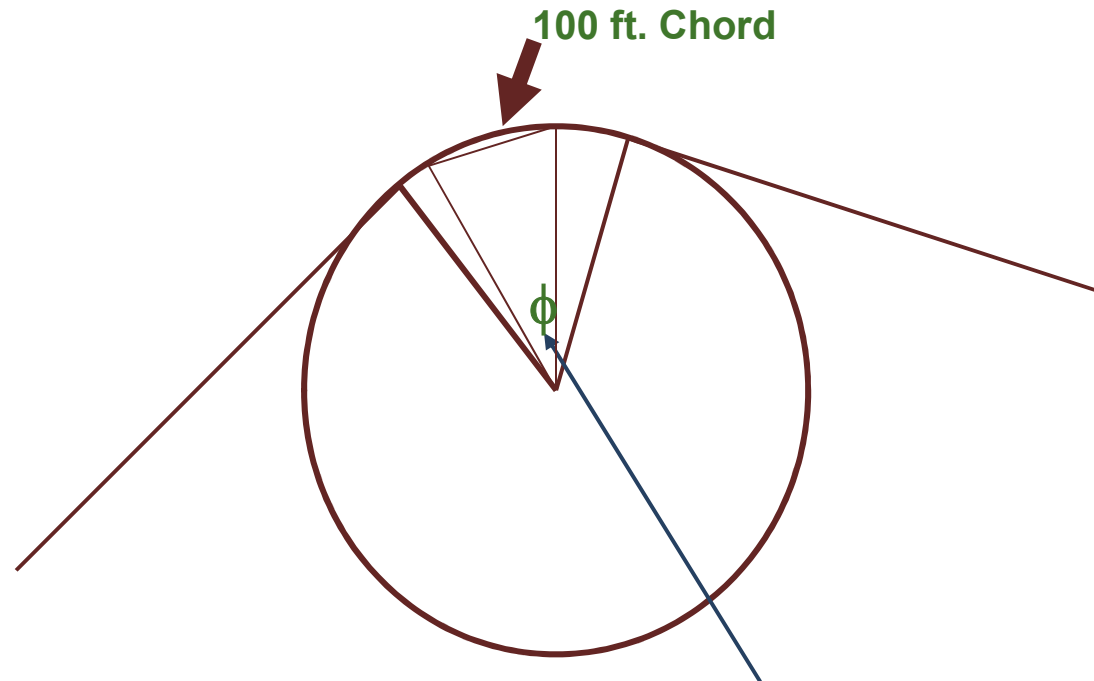


A curve is defined as a path along the edge of a circular arc defined by a circle of with a given radius



Railroad Definition of a Curve

8



Degree of curve is the angle ϕ subtended by a 100 ft. chord



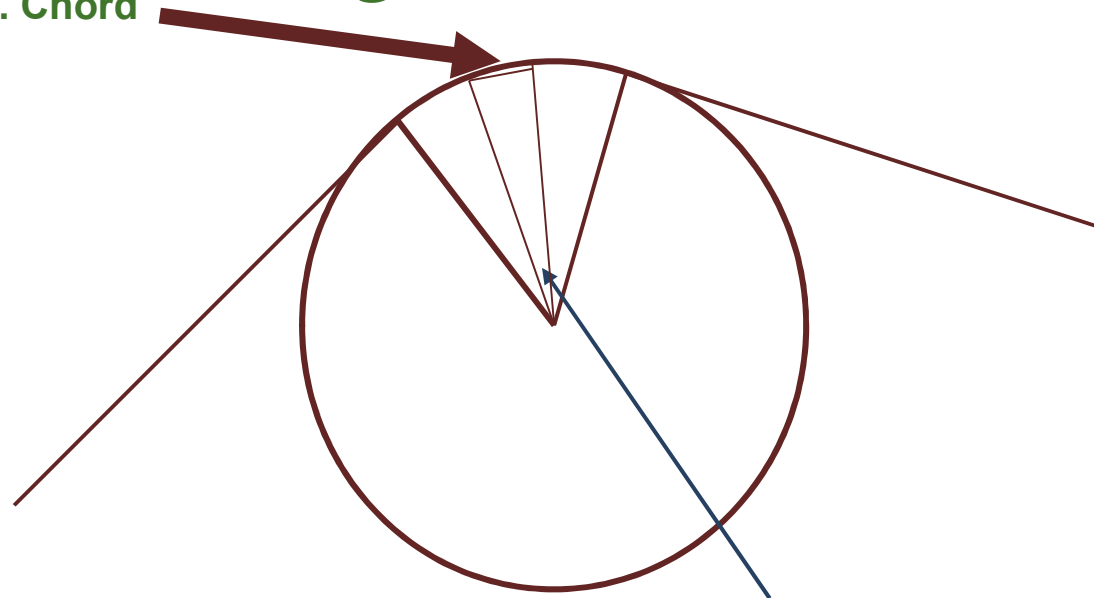
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Estimating degree of curvature using a 62 ft. chord

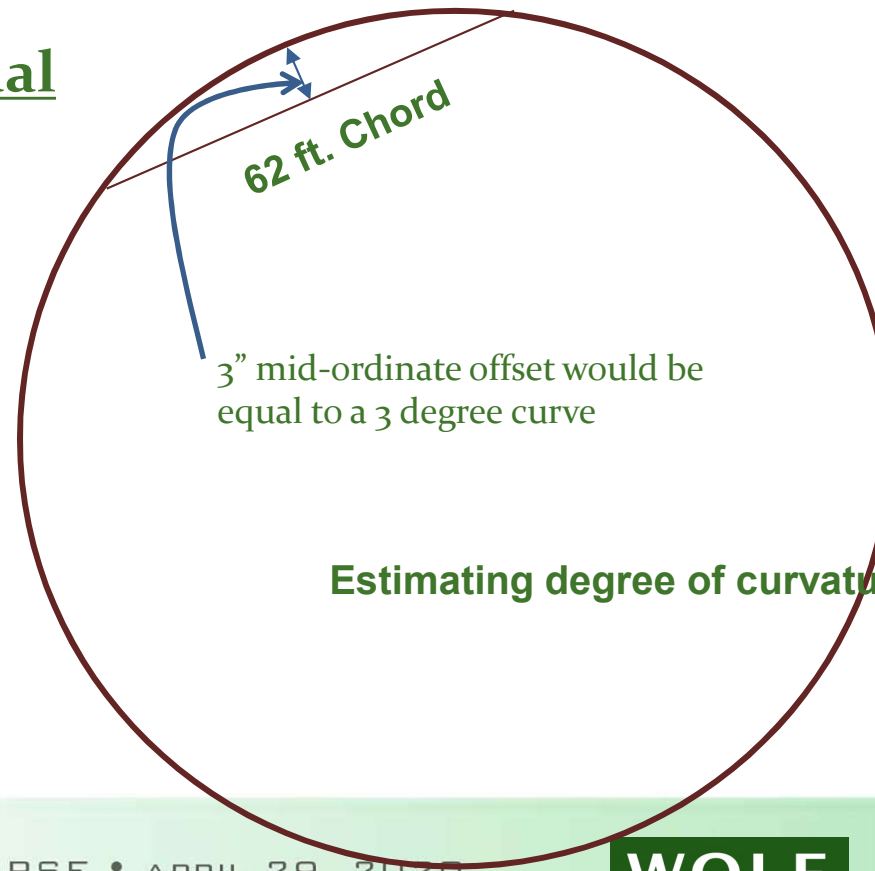
62 ft. Chord



**Degree of curve can be estimated by using a 62 ft. chord
and measuring the mid-ordinate offset**



Midordinate offset
in inches is
approximately equal
to the degree of
curve



Stringlining using 62 ft. Chord

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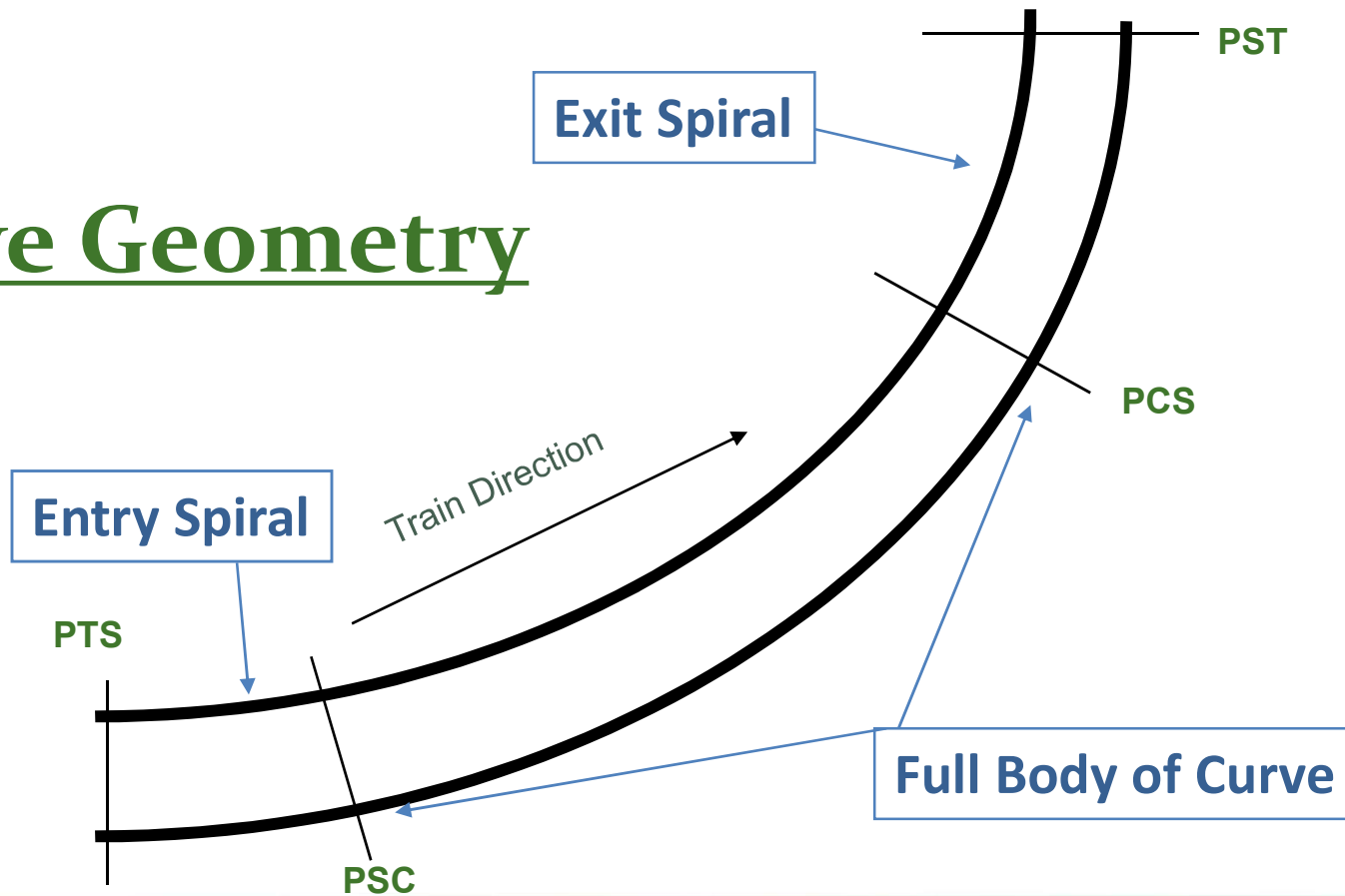
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Degree of Curve & Radius

| Degree of Curve | Mid-Ordinate of a 62' Chord | Radius of Curve |
|-----------------|-----------------------------|-----------------|
| 1 | 1" | 5730' |
| 2 | 2" | 2865' |
| 3 | 3" | 1910' |
| 5 | 5" | 1146' |
| 10 | 10" | 573' |



Curve Geometry



Back to Back Reversing Curves

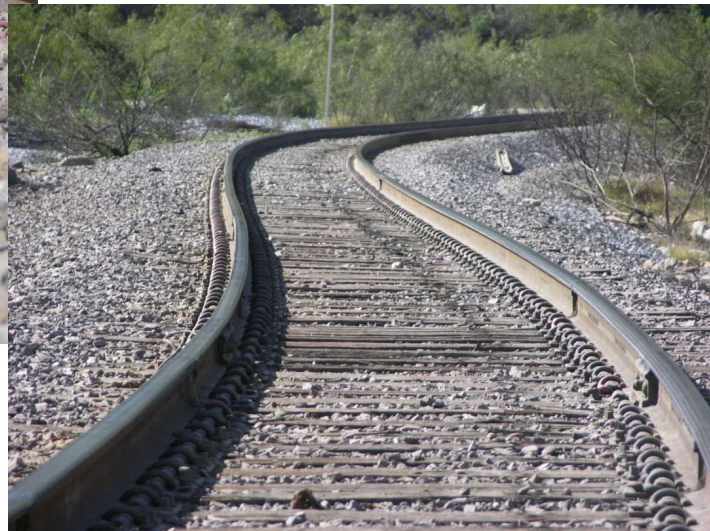
Curve 1 LH

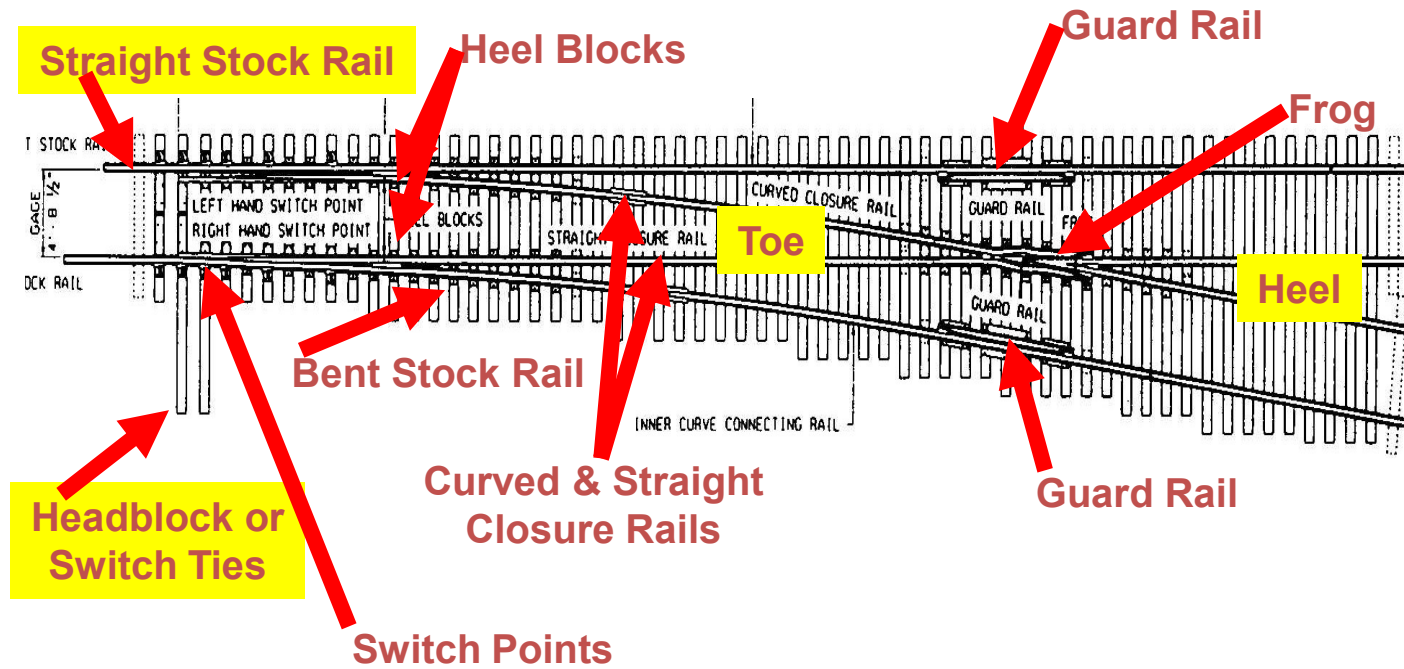
Curve 2 RH

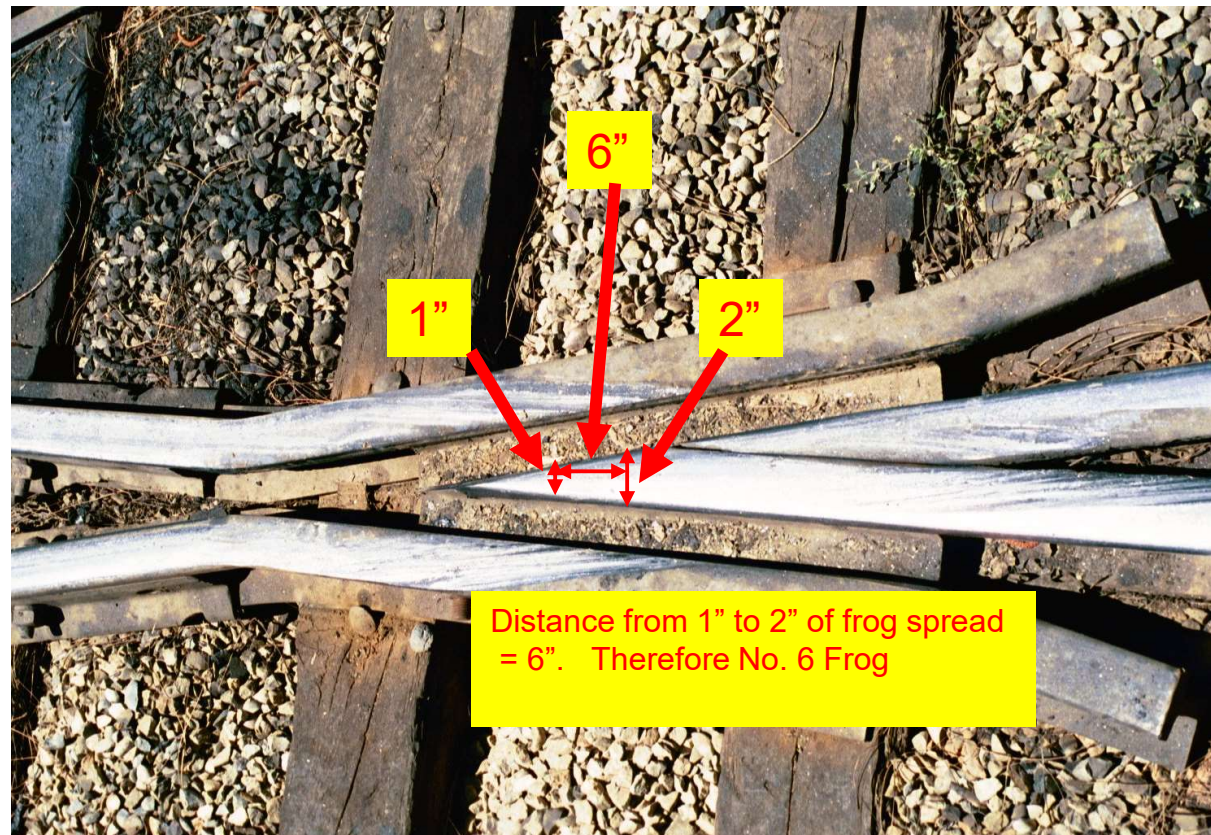
Minimum tangent length at least truck center spacing; (45-66 ft.)



Lack of sufficient intervening tangent between back to back reverse curves







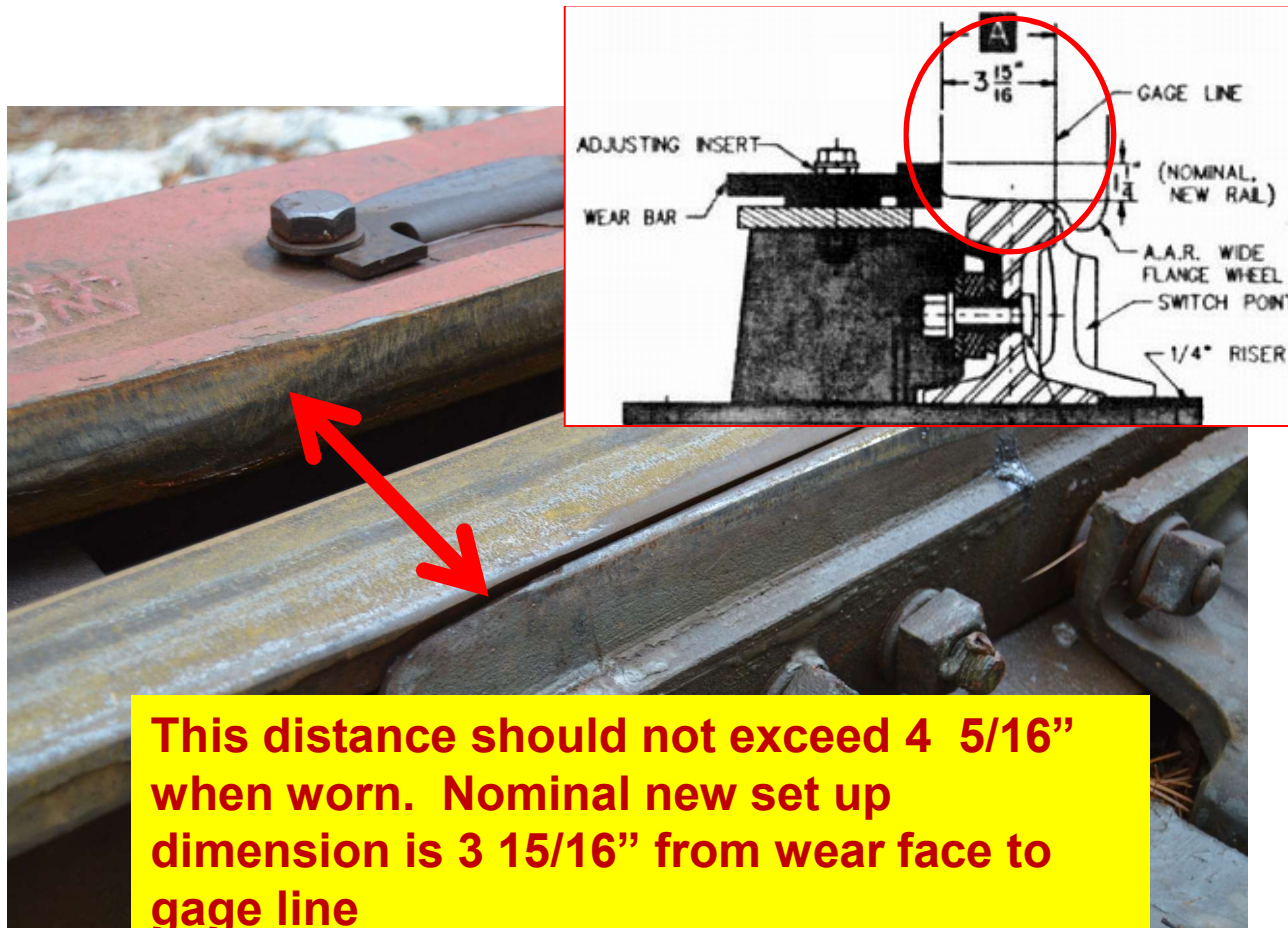
How to determine frog number





Heavy wear on switch point protector

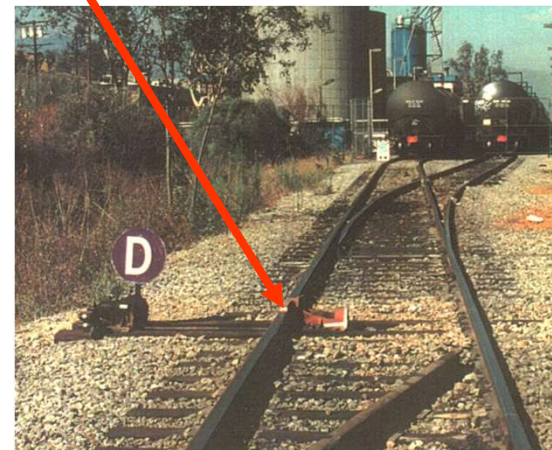


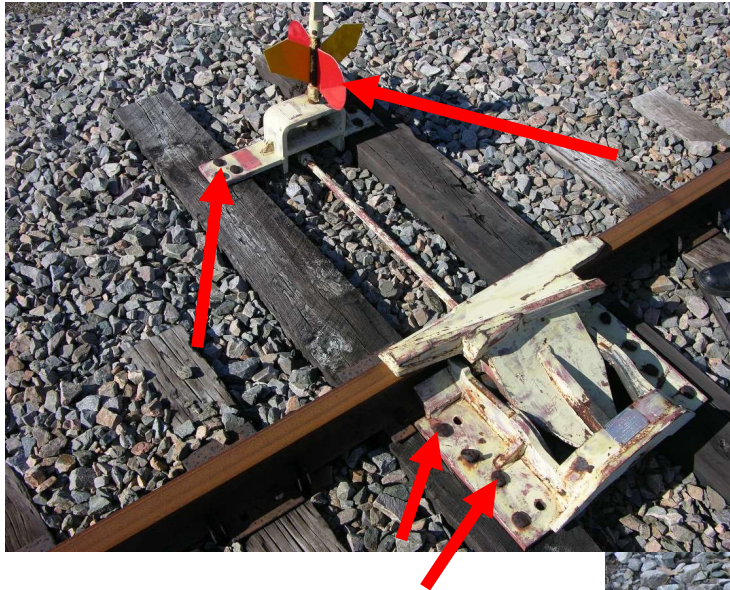


§ 213.205 Derails.

DERAILS

- (a) Each derail shall be clearly visible.
- (b) When in a locked position, a derail shall be free of lost motion which would prevent it from performing its intended function.
- (c) Each derail shall be maintained to function as intended.
- (d) Each derail shall be properly installed for the rail to which it is applied. (This paragraph (d) is applicable September 21, 1999.)





Hayes HB style



OWLS – One Way Low Speed Diamond

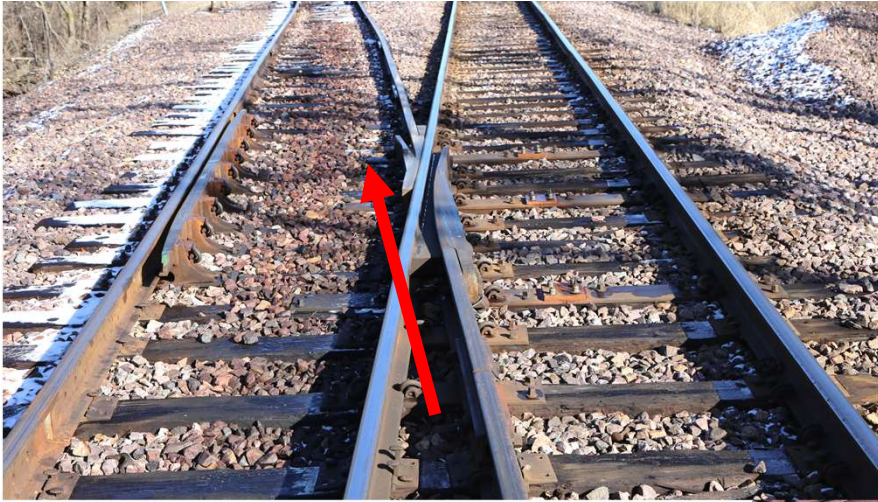
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Jump Frogs



Individual Geometry Topics

- Gage
- Curves and Curve Alignment
- Superelevation
- Crosslevel Variance and Deviation
- Vertical Profile
- Runoff from a Raise



Gage, Alignment, Profile, and Crosslevel Variations

25

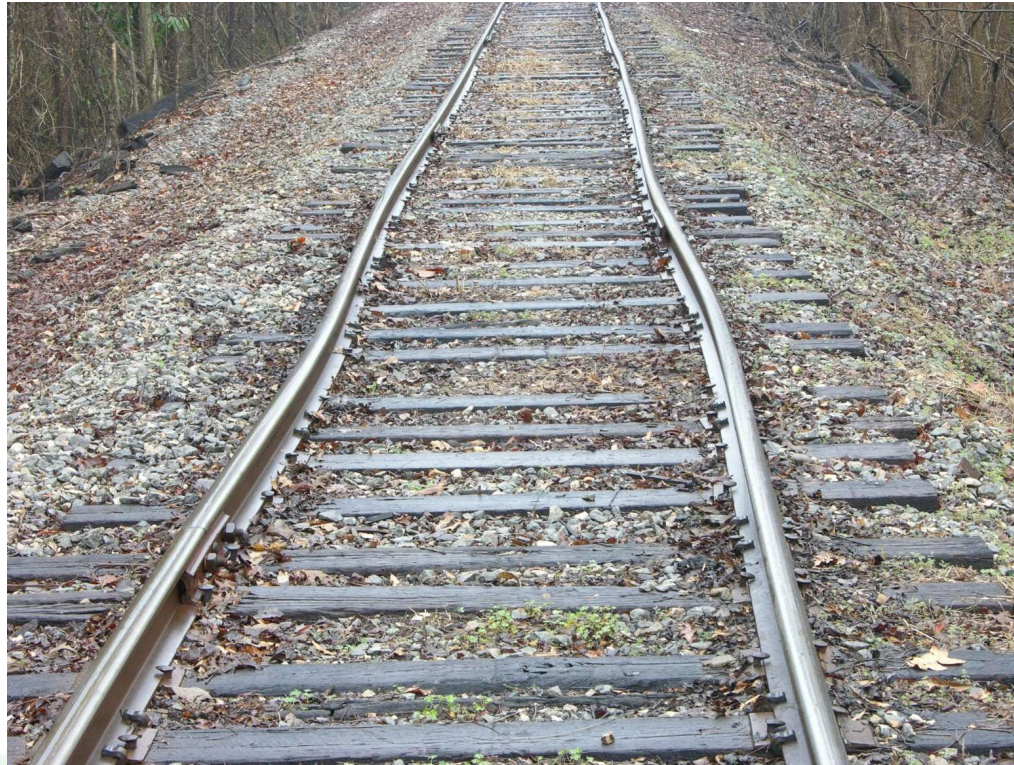


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Gage and Alignment Variations



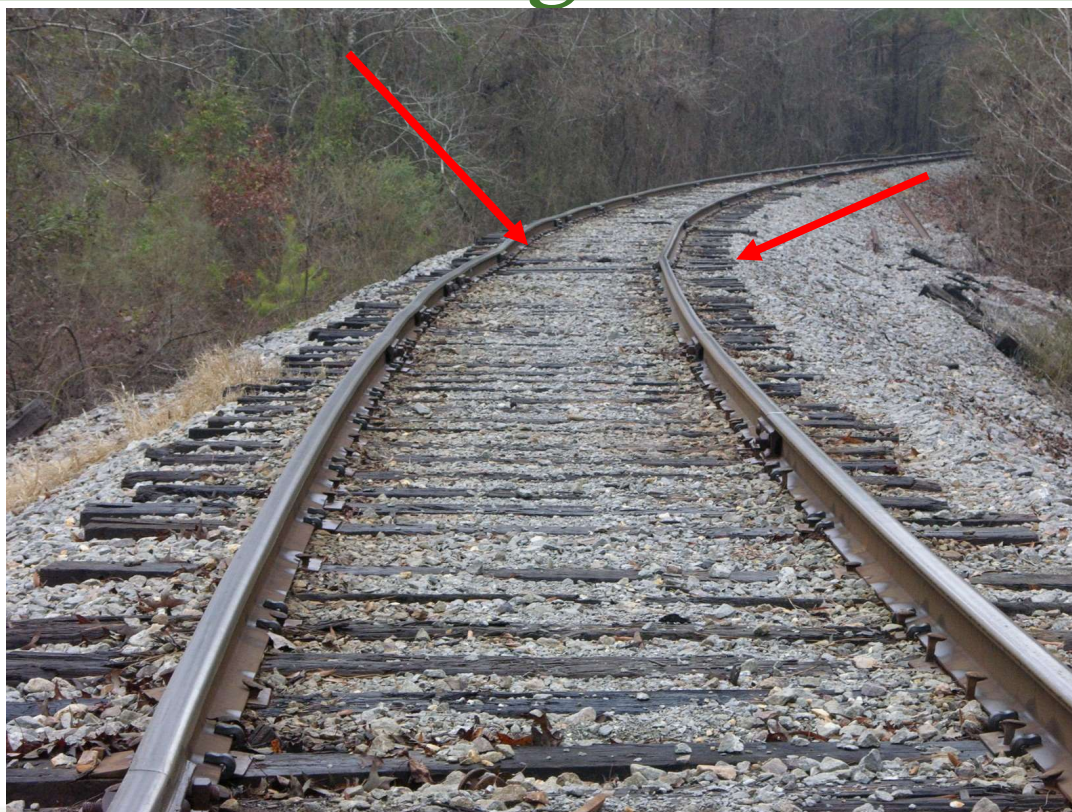
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Crosslevel and Alignment Variations

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Surface and Profile Deviations

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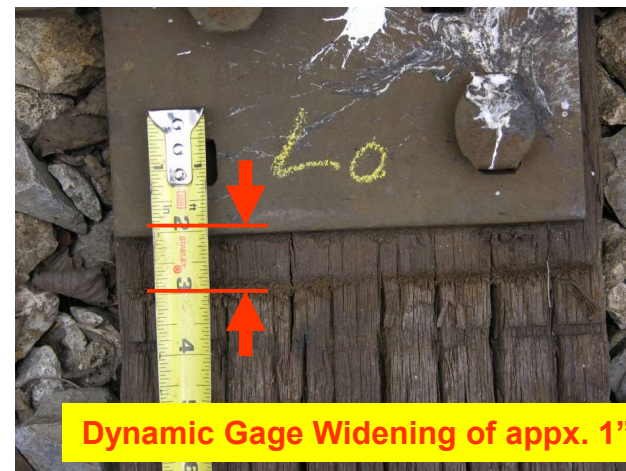
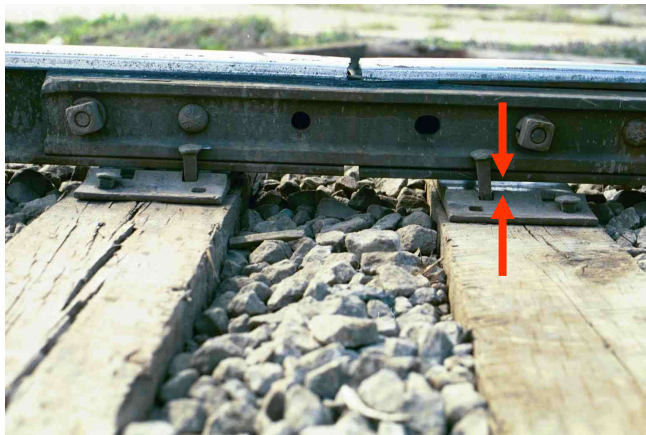
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§ 213.13 Measuring track not under load.

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When unloaded track is measured to determine compliance with requirements of this part, the amount of rail movement, if any, that occurs while the track is loaded must be added to the measurements of the unloaded track.



For North American Freight Operations³⁰

CLASSES OF TRACK

| CLASS | OPERATING SPEEDS (MPH) | | | |
|-------|------------------------|----|--------------|----|
| | 1. FREIGHT | | 2. PASSENGER | |
| | FROM | TO | FROM | TO |
| 1 | 1 | 10 | 1 | 15 |
| 2 | 11 | 25 | 16 | 30 |
| 3 | 26 | 40 | 31 | 60 |
| 4 | 41 | 60 | 61 | 80 |
| 5 | 61 | 80 | 81 | 90 |





§ 213.53 Gage.

- (a) Gage is measured between the heads of the rails at right-angles to the rails in a plane five-eighths of an inch below the top of the rail head.
- (b) Gage shall be within the limits prescribed in the following table —



| Class of track | The gage must be at least— | But not more than— |
|---------------------------|----------------------------|------------------------------------|
| Excepted track. | N/A | 4'10 ¹ / ₄ " |
| Class 1 track | 4'8" | 4'10" |
| Class 2 and 3 track | 4'8" | 4'9 ³ / ₄ " |
| Class 4 and 5 track | 4'8" | 4'9 ¹ / ₂ " |





Gage Deviations



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Gage – Distance between the rail heads measured 5/8" below top of rail



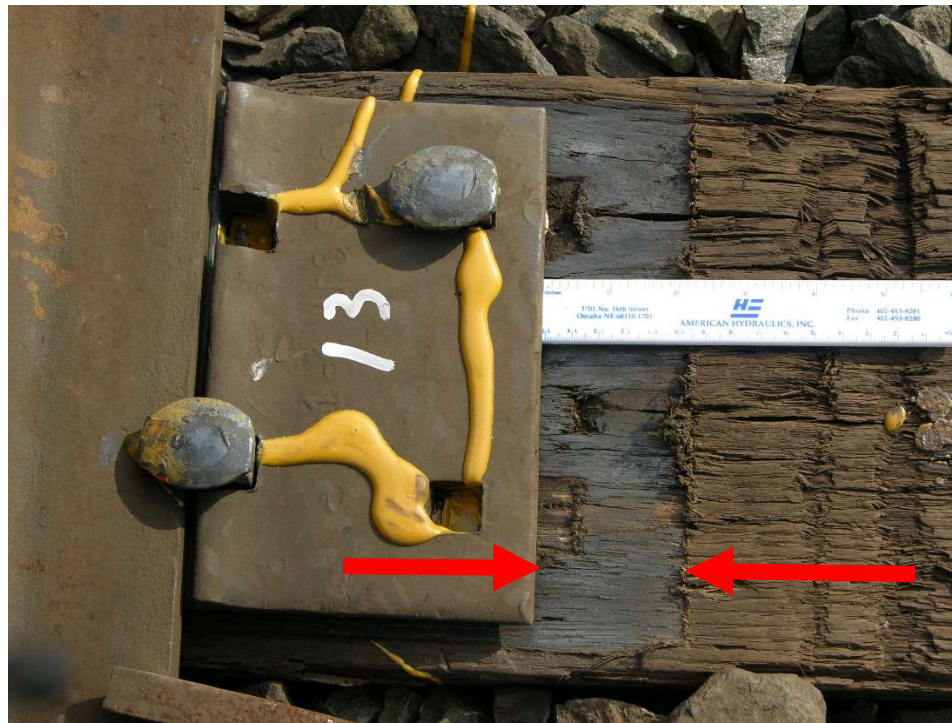
56 3/4" static gage
 1/4" dynamic base movement
 1/2" dynamic plate movement

57 1/2" total gage for FRA Compliance

1/2" dynamic lateral movement of plate on tie surface

§ 213.13 Measuring track not under load.
 When unloaded track is measured to determine compliance with requirements of this part, the amount of rail movement, if any, that occurs while the track is loaded must be added to the measurements of the unloaded track.





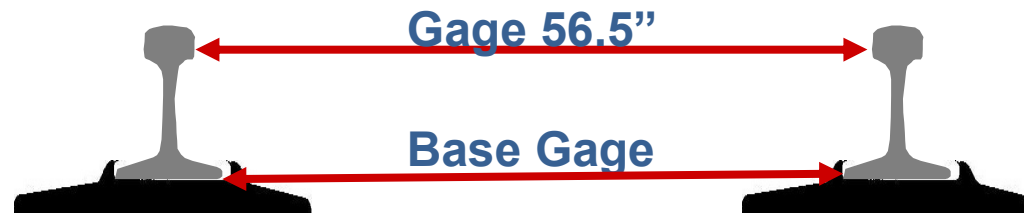
Dynamic Gage Widening



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| Rail Wt. | Base Gage Decimal(in.) | Base Gage Fraction(in.) |
|----------|---------------------------|----------------------------|
| 100 | 54.16 | 54 5/32 |
| 115 | 53.96 | 53 31/32 |
| 119 | 53.91 | 53 29/32 |
| 132 | 53.77 | 53 3/4 |
| 133 | 53.69 | 53 11/16 |
| 136 | 53.72 | 53 23/32 |
| 141 | 53.72 | 53 23/32 |

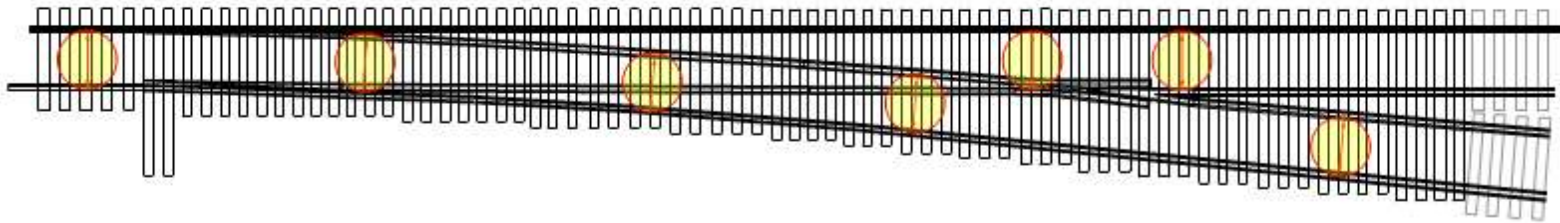


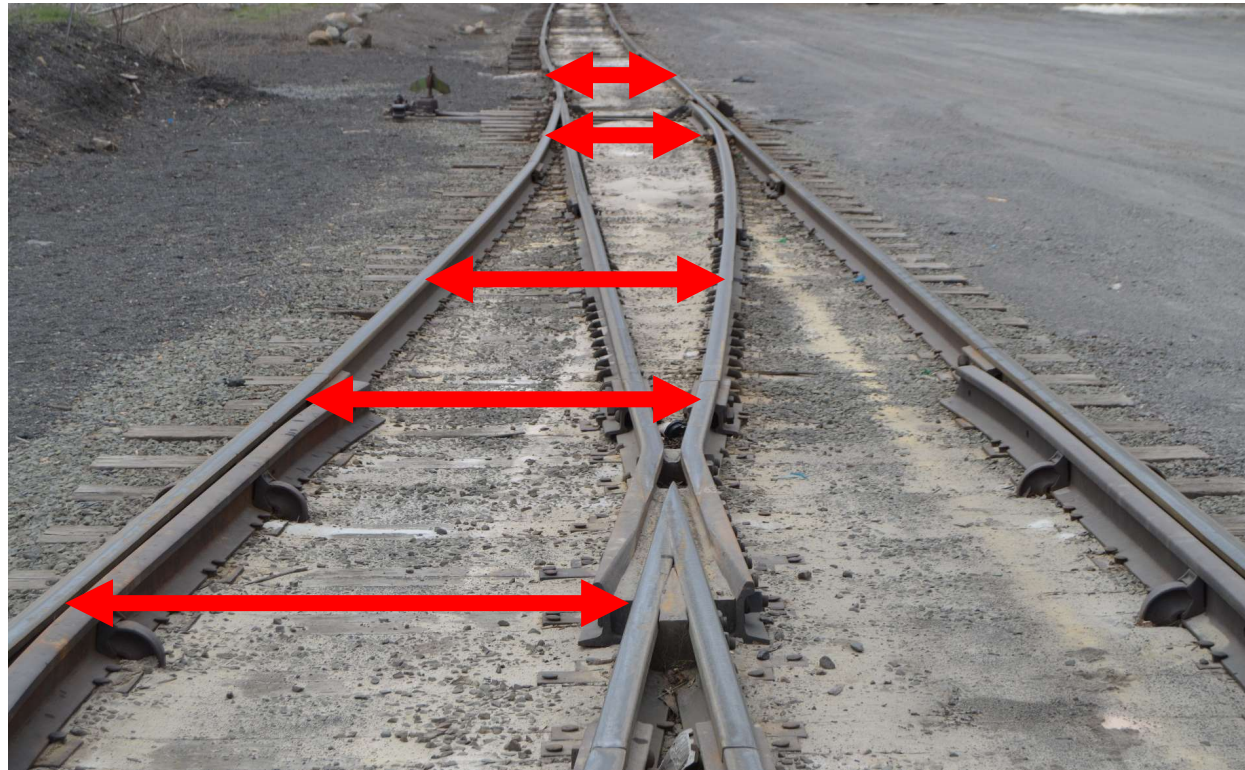
Subpart C - Track Geometry

§213.53 Gage

Particular attention should be given to track gage in turnouts or locations where high lateral train forces are expected or evident.

These areas include the curved closure rails, the toe and heel of frogs, the curved track behind the frog and several feet ahead of the switch points.





Checking Gage in a Turnout at Multiple Locations



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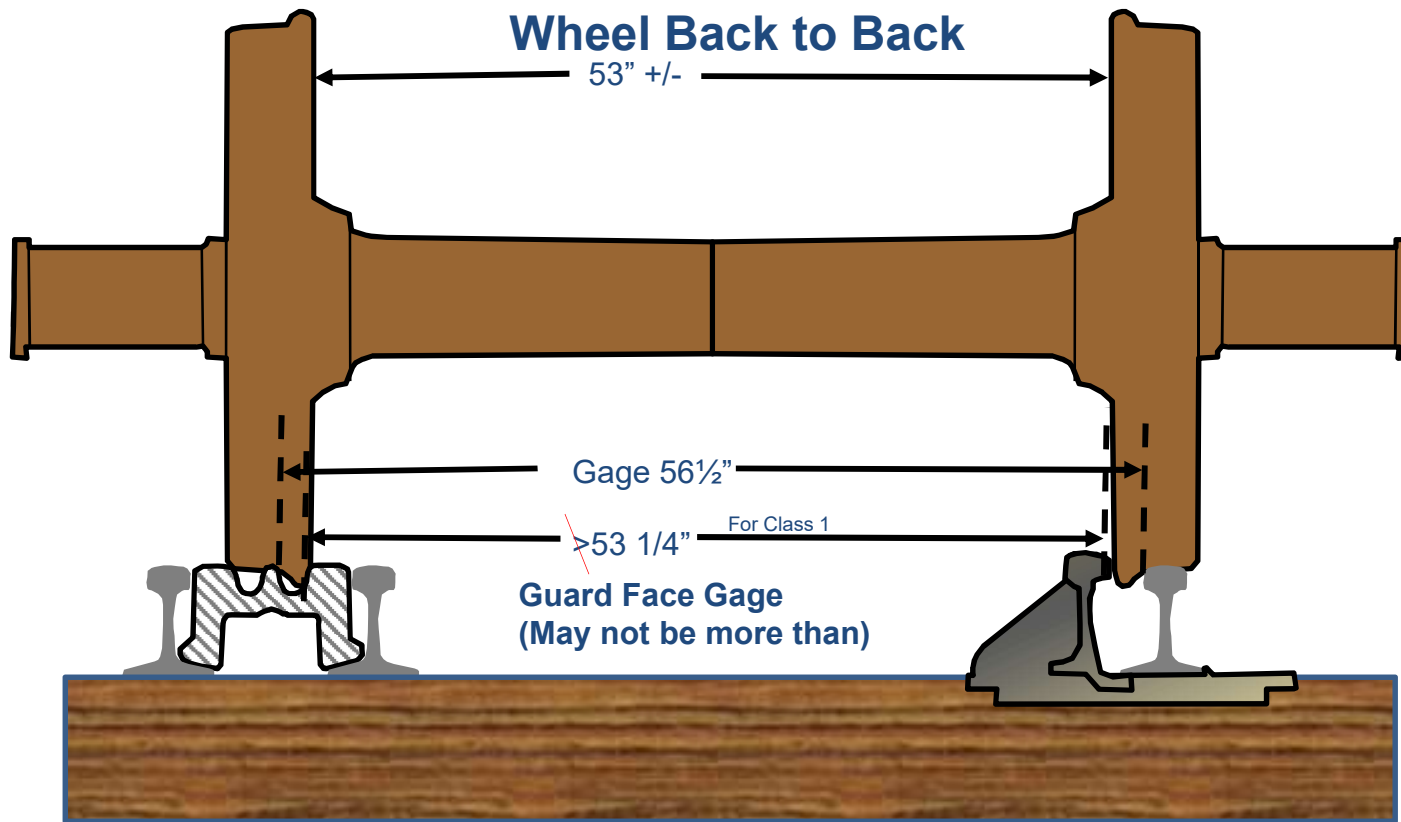


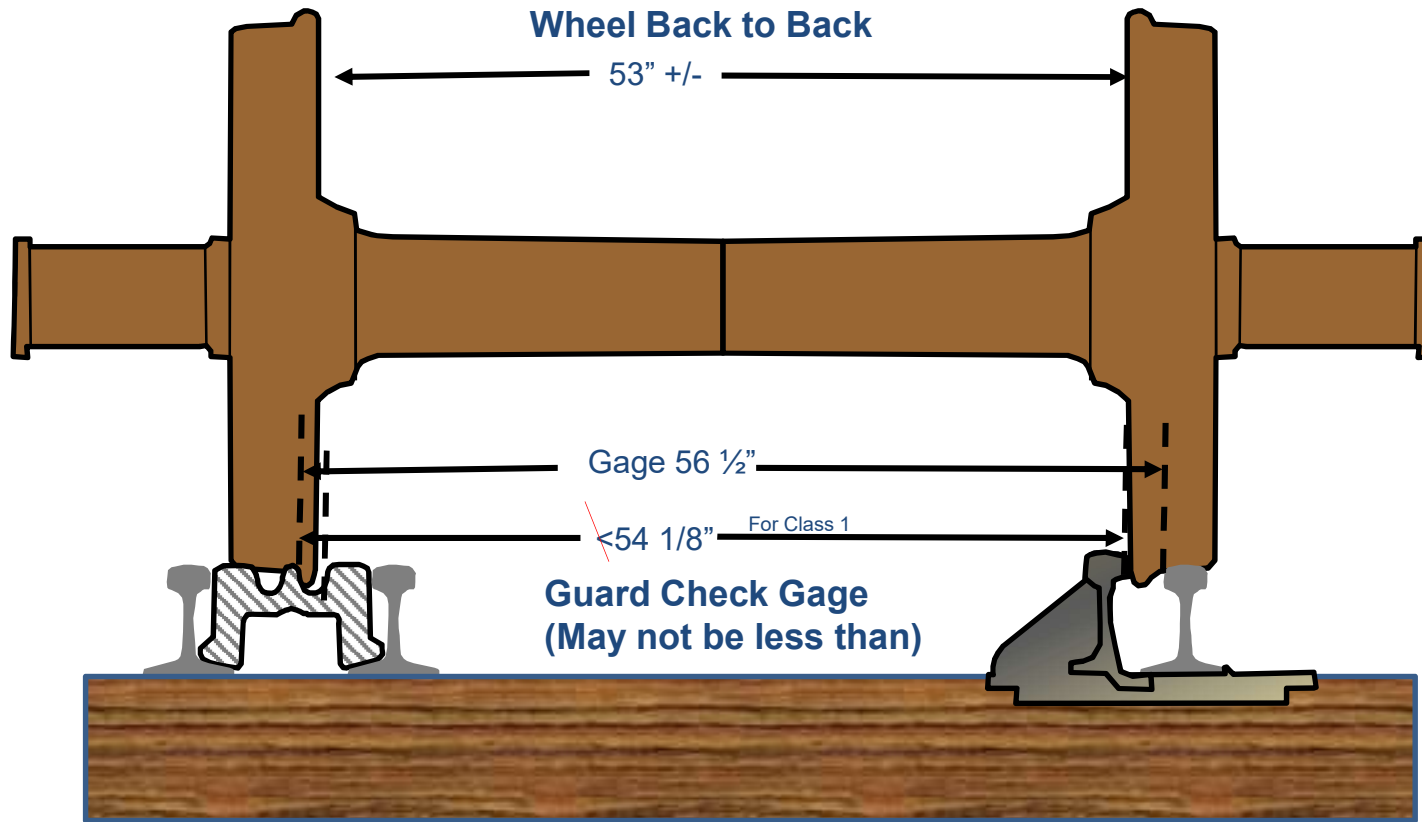
213.143 Guard Check and Face Gage

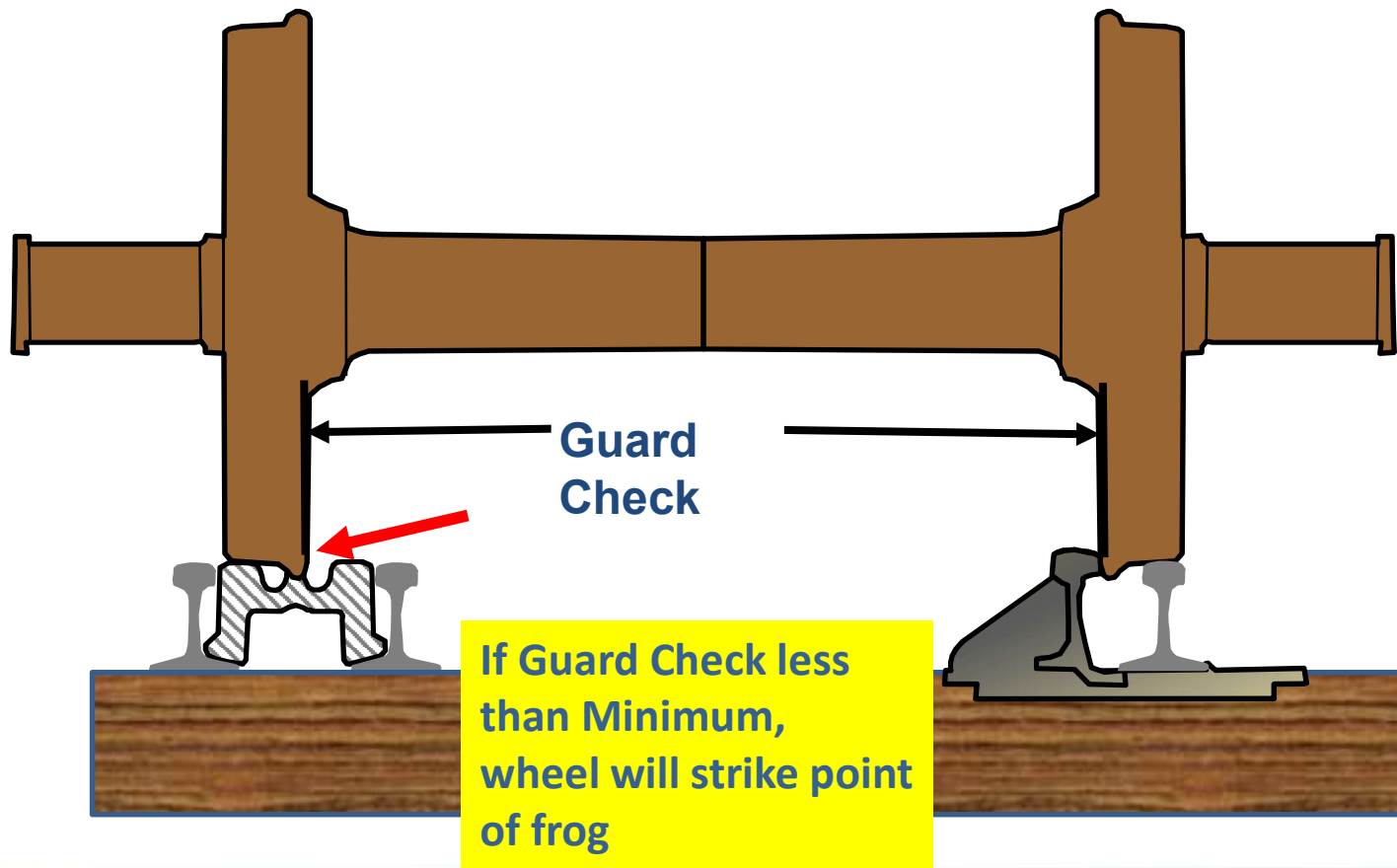
The guard check and guard face gages in frogs shall be within the limits prescribed by the following table:

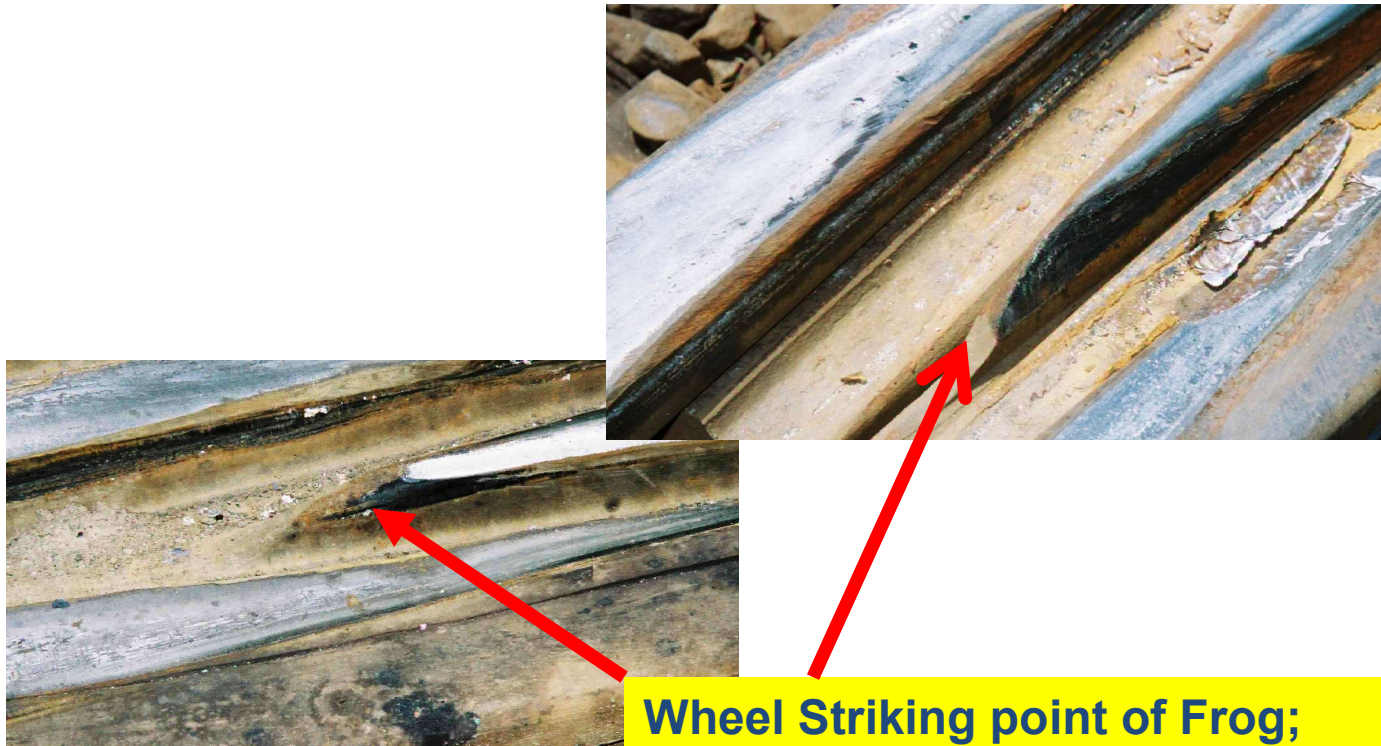
| Class of Track | Guard Check gage may not be <u>less</u> than | Guard Face gage may not be <u>more</u> than |
|----------------|--|---|
| Class 1 | 4' 6 1/8" | 4' 5 1/4" |
| Class 2 | 4' 6 1/4" | 4' 5 1/8" |
| Class 3 & 4 | 4' 6 3/8" | 4' 5 1/8" |
| Class 5 | 4' 6 1/2" | 4' 5" |





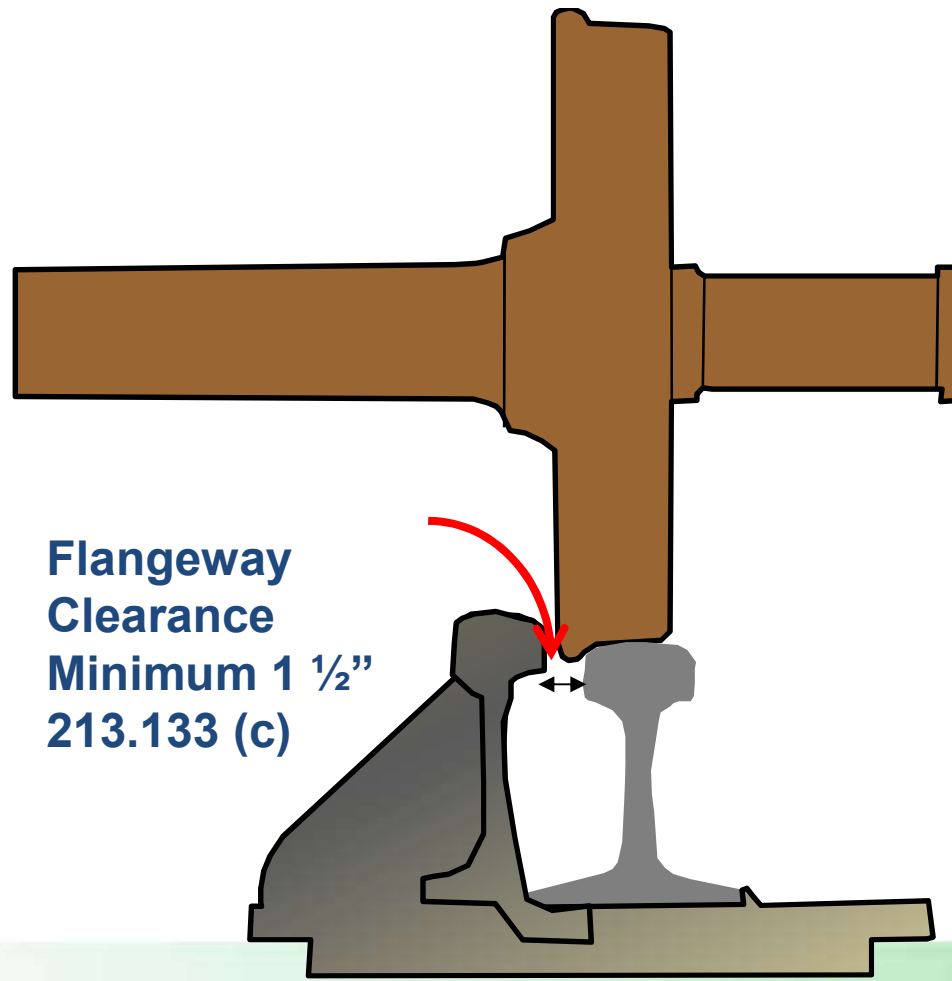






**Wheel Striking point of Frog;
Guard check less than minimum**





**Flangeway
Clearance
Minimum 1 1/2"
213.133 (c)**



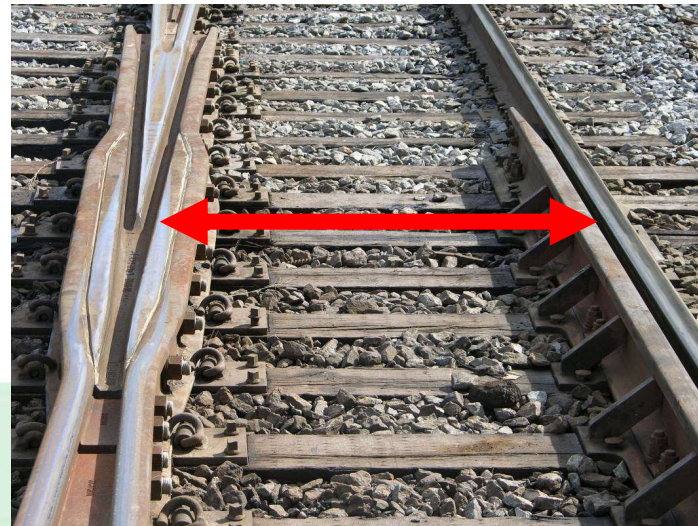
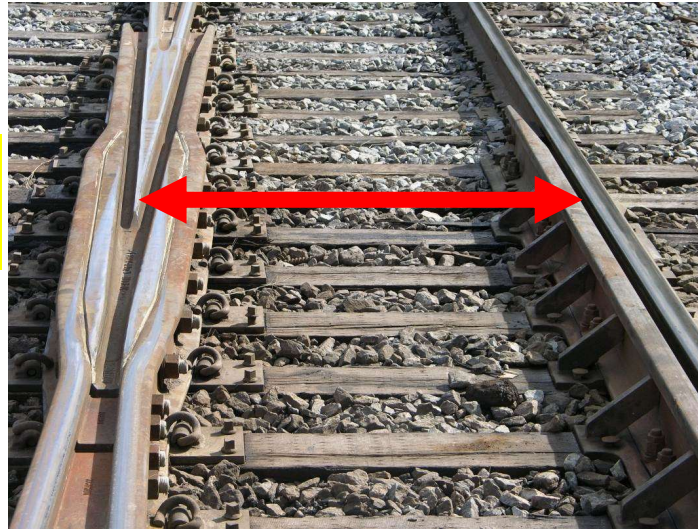
Class 5 Track

**Guard Check- Gage
Line of frog to Guard Line**

Minimum = 54 1/2"

**Guard Face -
Distance
Between Wing
Rail and Guard
Line**

Maximum = 53 "



Alignment Deviations



§ 213.55 Track alinement.

(a) Except as provided in paragraph (b) of this section, alinement may not deviate from uniformity more than the amount prescribed in the following table:

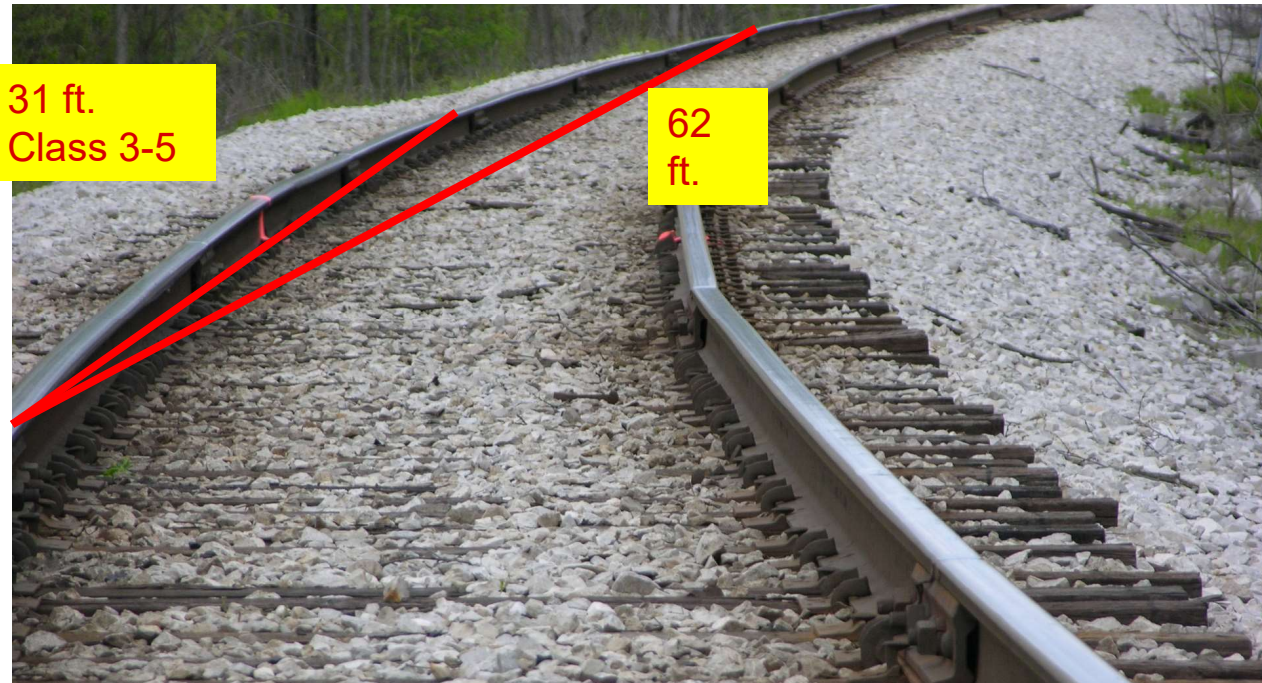
| Class of Track | Tangent Track | Curved Track | |
|----------------|---|--|--|
| | The deviation of the mid-offset from a 62-foot line [1] may not be more than -- | The deviation of the mid-ordinate from a 31-foot chord [2] may not be more than -- | The deviation of the mid-ordinate from a 62-foot chord [2] may not be more than -- |
| 1 | 5" | N/A ³ | 5" |
| 2 | 3" | N/A ³ | 3" |
| 3 | 1¾" | 1¼" | 1¾" |
| 4 | 1½" | 1" | 1½" |
| 5 | ¾" | ½" | ¾" |

[1] The ends of the line must be at points on the gage side of the line rail, five-eighths of an inch below the top of the railhead. Either rail may be used as the line rail, however, the same rail must be used for the full length of that tangential segment of track.

[2] The ends of the chord must be at points on the gage side of the outer rail, five-eighths of an inch below the top of the railhead.

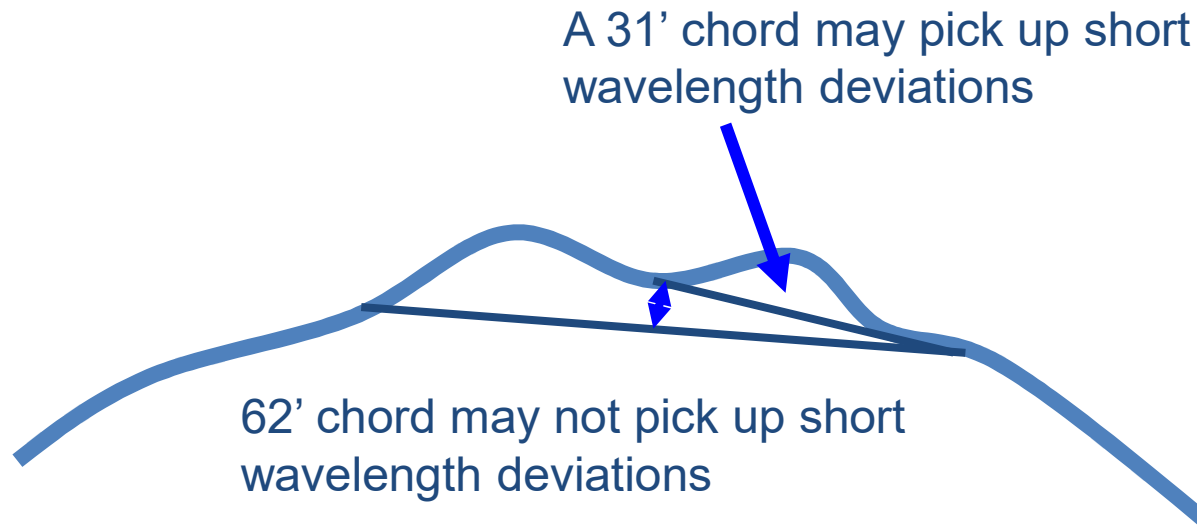
[3] N/A - Not Applicable





In Classes 3 through 5, both the 31-foot and 62-foot chords must be used, and corresponding measurements must be calculated to determine compliance with the required alignment thresholds. If alignment defects are found using both the 31-foot and the 62-foot chord, the inspector should report the item as one defect and note that the defect does not comply with the requirements for the second chord, e.g., "1 $\frac{3}{4}$ inches alignment deviation on curved track for 62-foot chord. Note: 1 $\frac{3}{8}$ inches alignment deviation for 31-foot chord at this location."





Why use a 31 ft. chord in certain situations?

1. Short wavelength deviations
2. Higher degree curves, easier to measure
3. Must use 31' chord for Class 3-5
4. Easier to measure in high winds

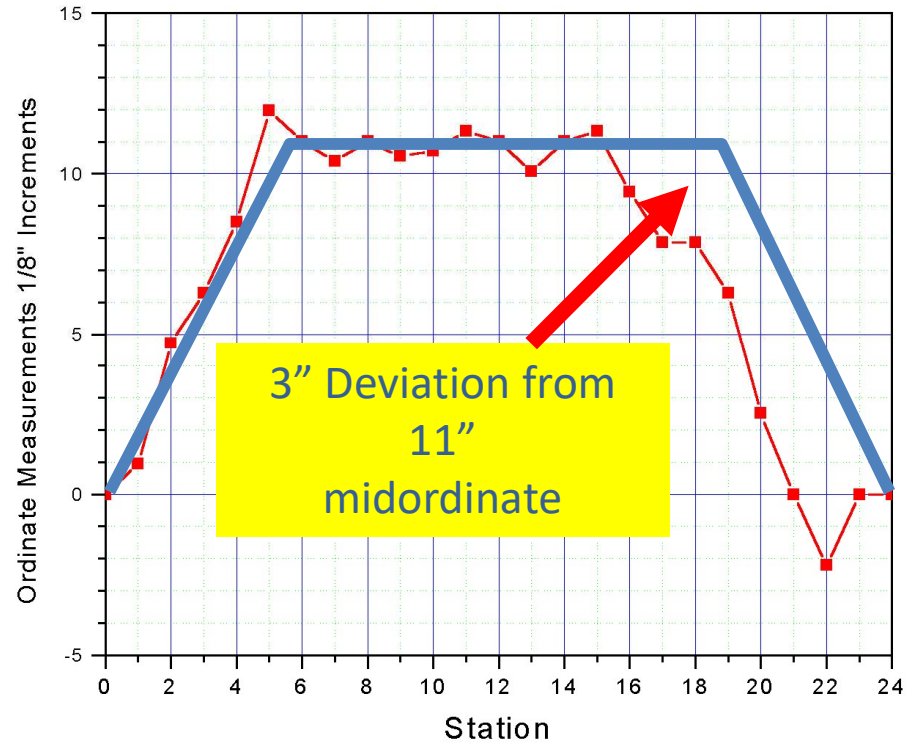


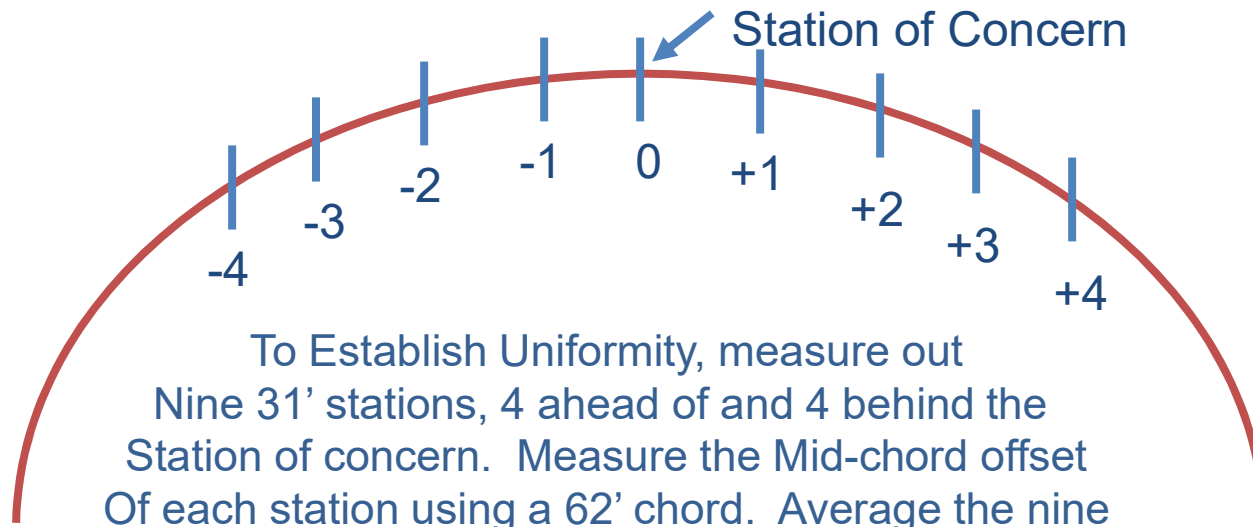


Horizontal Alignment



Curve Alignment Geometry





To Establish Uniformity, measure out Nine 31' stations, 4 ahead of and 4 behind the Station of concern. Measure the Mid-chord offset Of each station using a 62' chord. Average the nine Stations and this determines Uniformity. The difference Between the MCO at the station of concern, and the Average uniformity is the “deviation from Uniformity”.

**Determining compliance with FRA Alignment Standard
using 9 point averaging method**



§ 213.63 Track surface.

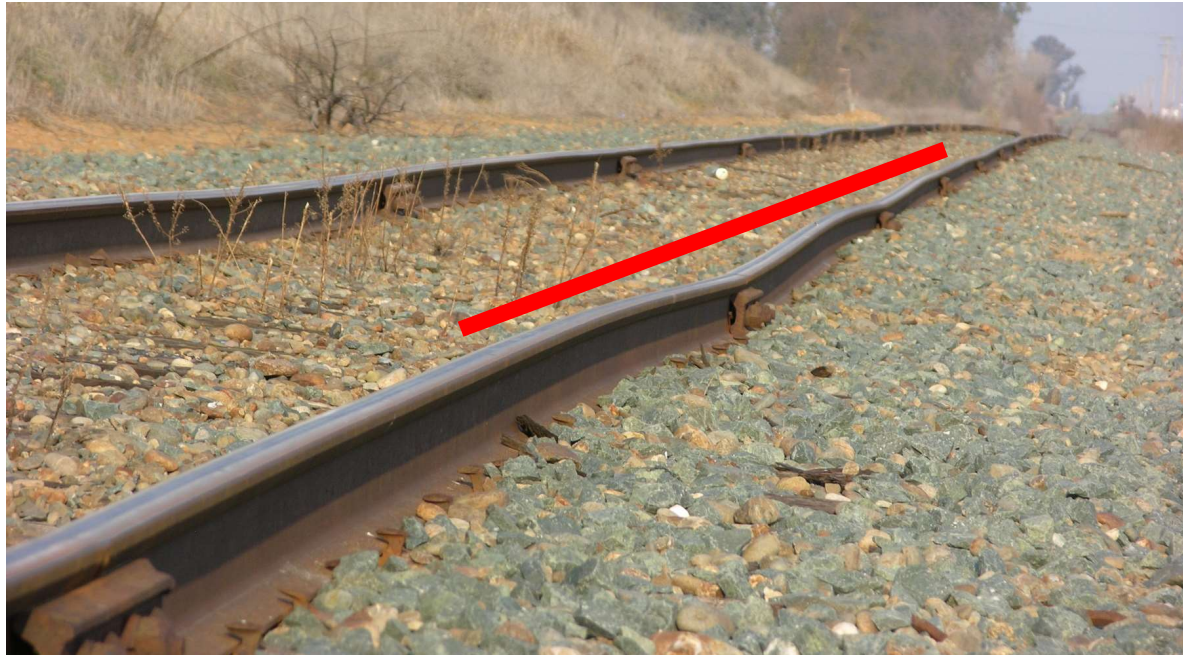
(a) Except as provided in paragraph (b) of this section, each track owner shall maintain the surface of its track within the limits prescribed in the following table:

| Track surface (inches) | Class of track | | | | |
|---|----------------|-------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 |
| The runoff in any 31 feet of rail at the end of a raise may not be more than | 3 1/2 | 3 | 2 | 1 1/2 | 1 |
| The deviation from uniform profile on either rail at the mid-ordinate of a 62-foot chord may not be more than | 3 | 2 3/4 | 2 1/4 | 2 | 1 1/4 |
| The deviation from zero crosslevel at any point on tangent or reverse crosslevel elevation on curves may not be more than | 3 | 2 | 1 3/4 | 1 1/4 | 1 |
| The difference in crosslevel between any two points less than 62 feet apart may not be more than* ¹² | 3 | 2 1/4 | 2 | 1 3/4 | 1 1/2 |
| *Where determined by engineering decision prior to June 22, 1998, due to physical restrictions on spiral length and operating practices and experience, the variation in crosslevel on spirals per 31 feet may not be more than | 2 | 1 3/4 | 1 1/4 | 1 | 3/4 |

¹Except as limited by § 213.57(a), where the elevation at any point in a curve equals or exceeds 6 inches, the difference in crosslevel within 62 feet between that point and a point with greater elevation may not be more than 1 1/2 inches.

²However, to control harmonics on Class 2 through 5 jointed track with staggered joints, the crosslevel differences shall not exceed 1 1/4 inches in all of six consecutive pairs of joints, as created by seven low joints. Track with joints staggered less than 10 feet apart shall not be considered as having staggered joints. Joints within the seven low joints outside of the regular joint spacing shall not be considered as joints for purposes of this footnote.





Vertical Profile



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Crosslevel Variations/Deviation





Curve Superelevation and Crosslevel



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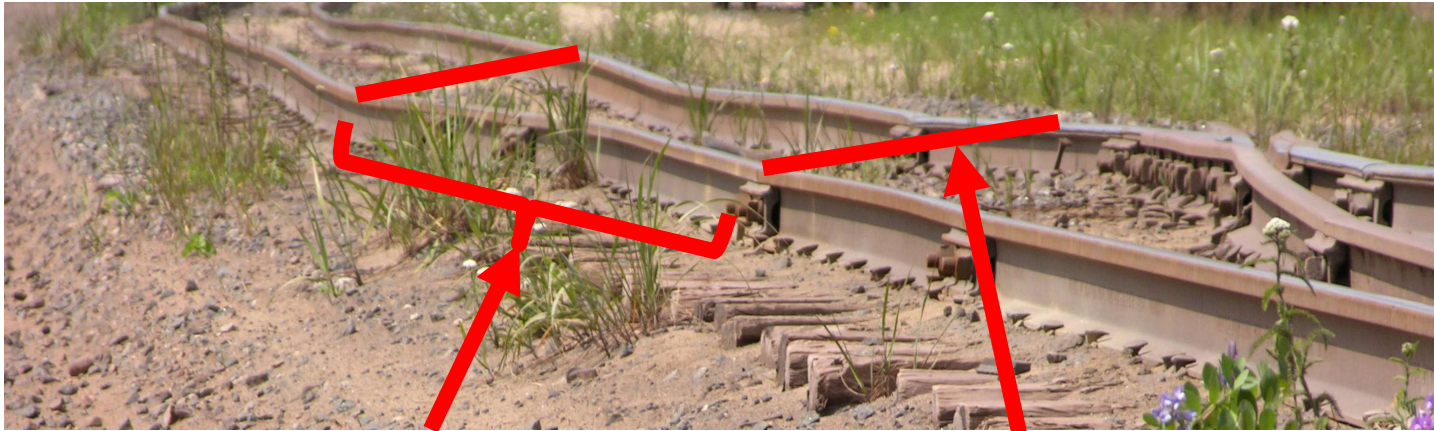
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2 Key Words Used in the FRA Regulations

1. Variation or Difference
2. Deviation

**They sound similar, but have different;
yet, important, meanings.**





This is a variance or difference in two Crosslevel measurements over 62'. Variations are relative differences between any two measurements.

This is a deviation from zero Crosslevel; or a deviation from where the Crosslevel should be. Deviations are singular measurements.



§ 213.13 Measuring track not under load.

When unloaded track is measured to determine compliance with requirements of this part, the amount of rail movement, if any, that occurs while the track is loaded must be added to the measurements of the unloaded track.



§ 213.63 Track surface.

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| The deviation from zero crosslevel at any point on tangent or reverse crosslevel elevation on curves may not be more than | 3 | 2 | 1 3/4 | 1 1/4 | 1 |
| The difference in crosslevel between any two points less than 62 feet apart may not be more than* ^{1 2} | 3 | 2 1/4 | 2 | 1 3/4 | 1 1/2 |
| *Where determined by engineering decision prior to June 22, 1998, due to physical restrictions on spiral length and operating practices and experience, the variation in crosslevel on spirals per 31 feet may not be more than | 2 | 1 3/4 | 1 1/4 | 1 | 3/4 |

¹Except as limited by § 213.57(a), where the elevation at any point in a curve equals or exceeds 6 inches, the difference in crosslevel within 62 feet between that point and a point with greater elevation may not be more than 1 1/2 inches.

²However, to control harmonics on Class 2 through 5 jointed track with staggered joints, the crosslevel differences shall not exceed 1 1/4 inches in all of six consecutive pairs of joints, as created by seven low joints. Track with joints staggered less than 10 feet apart shall not be considered as having staggered joints. Joints within the seven low joints outside of the regular joint spacing shall not be considered as joints for purposes of this footnote.



Crosslevel Variations

61



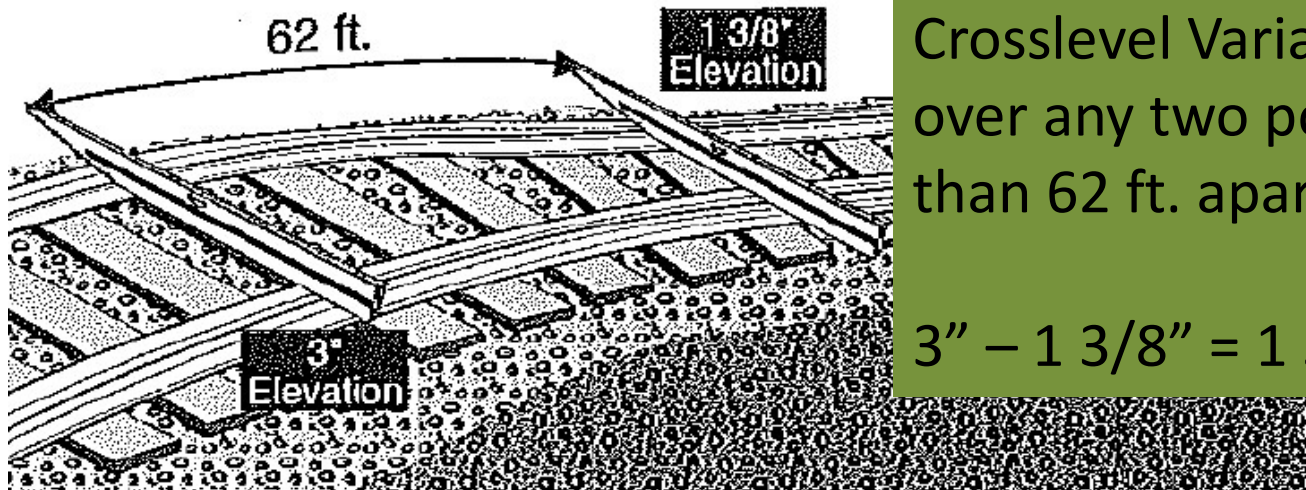
**Any two Crosslevel
measurements less
than 62' apart**

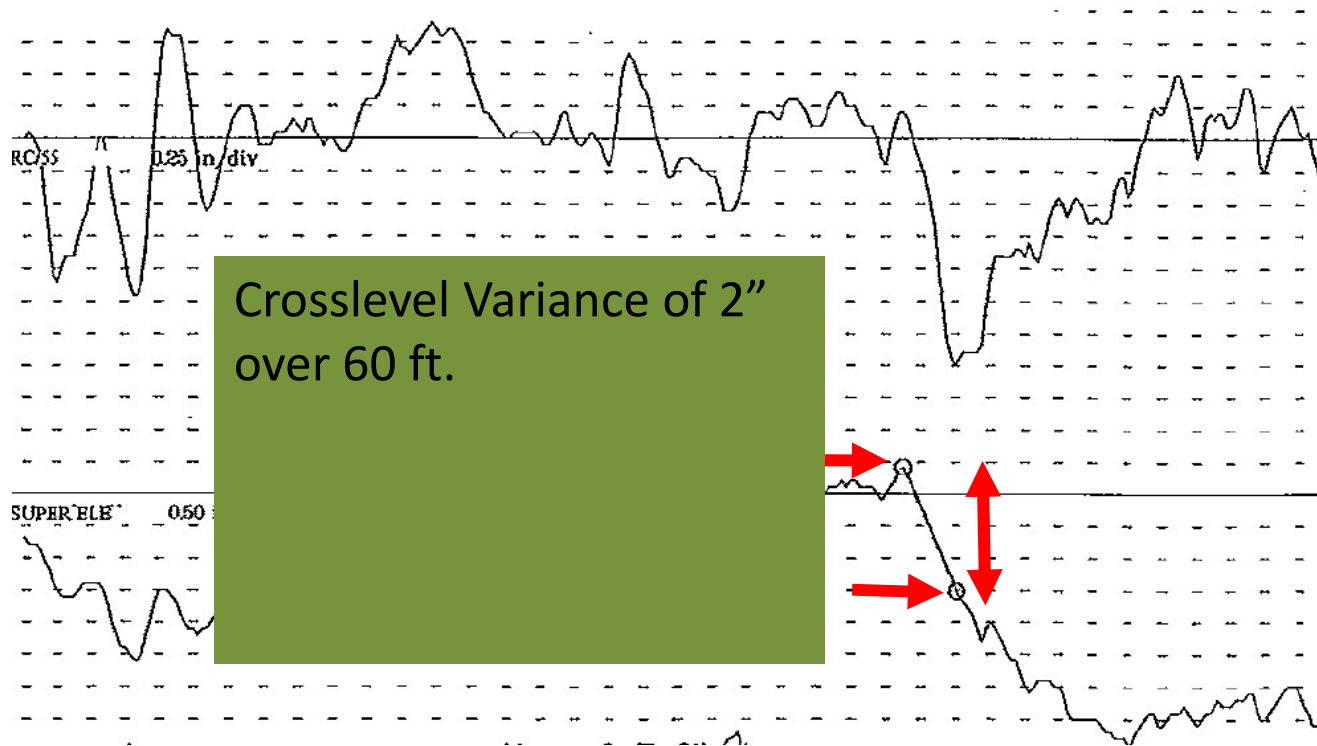


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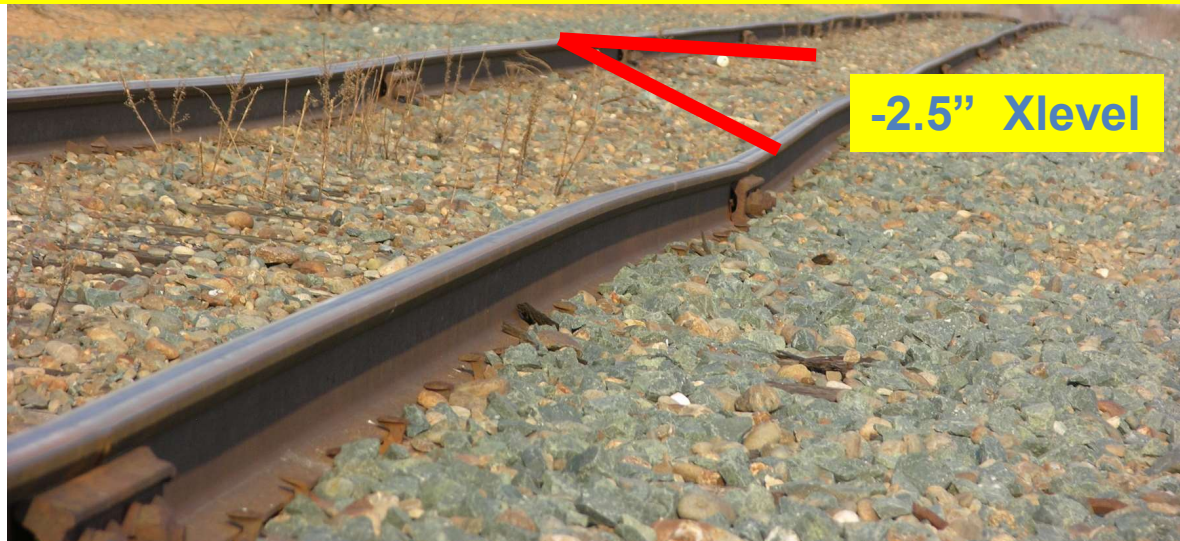
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| The deviation from zero crosslevel at any point on tangent or reverse crosslevel elevation on curves may not be more than | 3 | 2 | 1 3/4 | 1 1/4 | 1 |
| The difference in crosslevel between any two points less than 62 feet apart may not be more than* ^{1,2} | 3 | 2 1/4 | 2 | 1 3/4 | 1 1/2 |
| *Where determined by engineering decision prior to June 22, 1998, due to physical restrictions on spiral length and operating practices and experience, the variation in crosslevel on spirals per 31 feet may not be more than | 2 | 1 3/4 | 1 1/4 | 1 | 3/4 |

¹Except as limited by § 213.57(a), where the elevation at any point in a curve equals or exceeds 6 inches, the difference in crosslevel within 62 feet between that point and a point with greater elevation may not be more than 1 1/2 inches.

²However, to control harmonics on Class 2 through 5 jointed track with staggered joints, the crosslevel differences shall not exceed 1 1/4 inches in all of six consecutive pairs of joints, as created by seven low joints. Track with joints staggered less than 10 feet apart shall not be considered as having staggered joints. Joints within the seven low joints outside of the regular joint spacing shall not be considered as joints for purposes of this footnote.



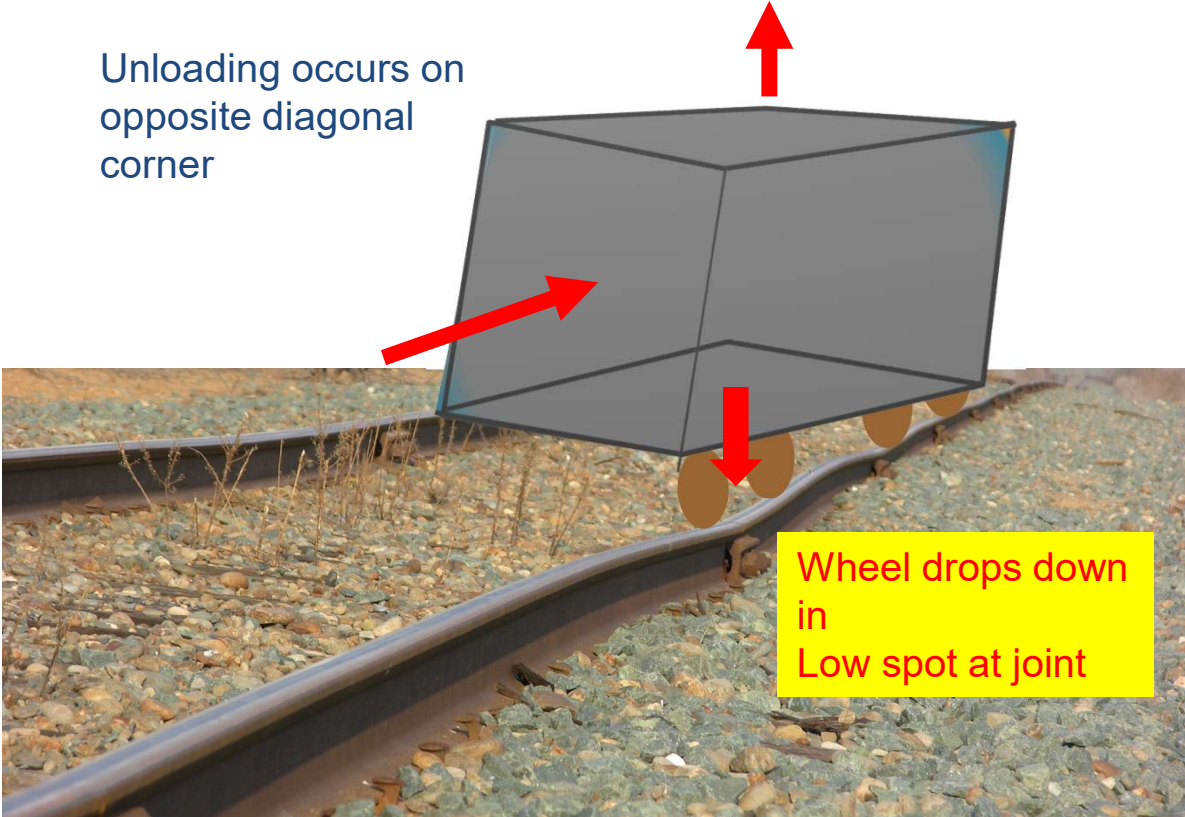
Crosslevel Deviations



Deviation from Zero Crosslevel at any point on tangent, or reverse crosslevel in curves may not be more than

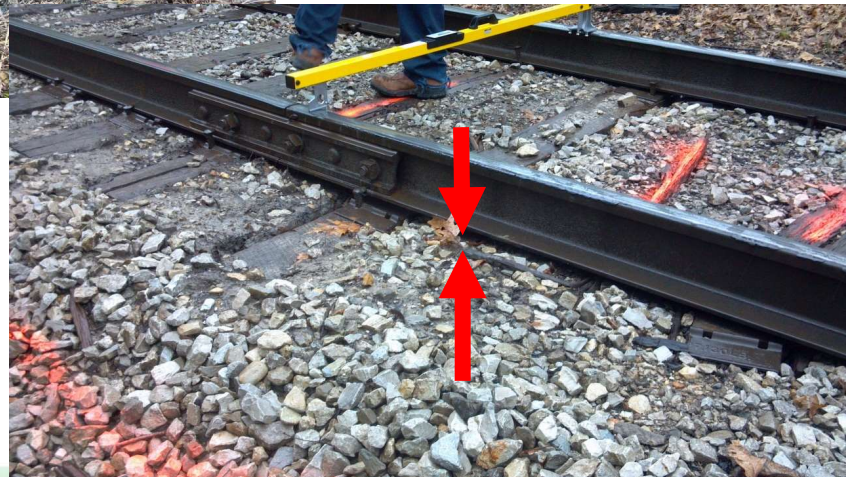
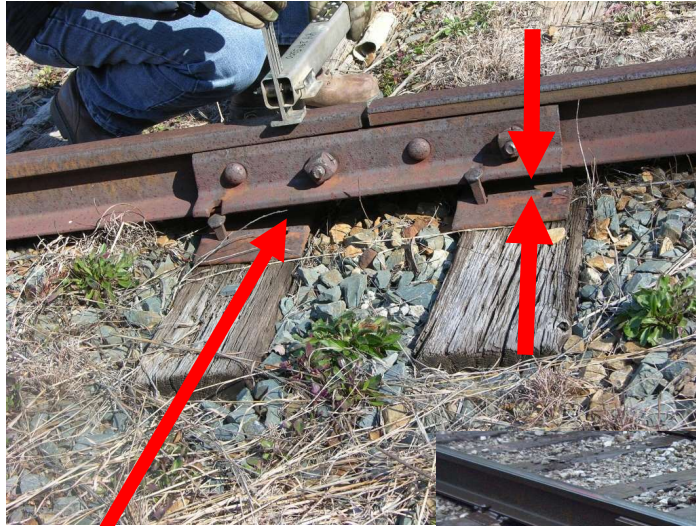
| 1 | 2 | 3 | 4 | 5 | Class |
|----|----|--------|--------|-----|-----------|
| 3" | 2" | 1 3/4" | 1 1/4" | 1 " | Deviation |





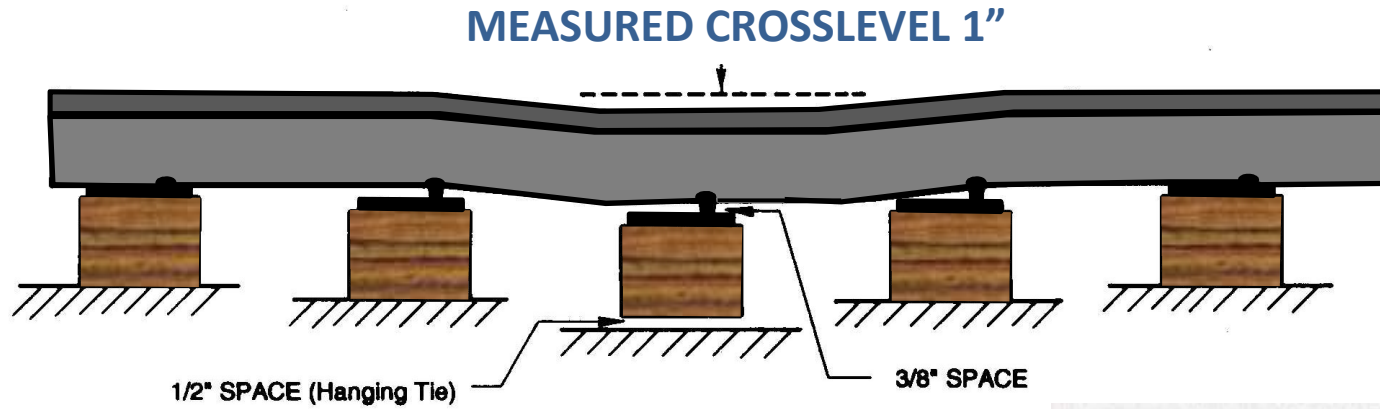
**Wheel Unloading/Lift due to Crosslevel Variation
Between rear and front trucks**





Hanging Ties





MEASURED CROSS LEVEL
SPACE UNDER TIE PLATE
SPACE UNDER TIE

1"
3/8"
1/2"

ACTUAL CROSSLEVEL UNDER LOAD

1 7/8"

§ 213.13 Measuring track not under load.

When unloaded track is measured to determine compliance with requirements of this part, the amount of rail movement, if any, that occurs while the track is loaded must be added to the measurements of the unloaded track.

MEASURING CROSSLEVEL NOT UNDER LOAD



§ 213.63 Track surface.

(a) Except as provided in paragraph (b) of this section, each track owner shall maintain the surface of its track within the limits prescribed in the following table:

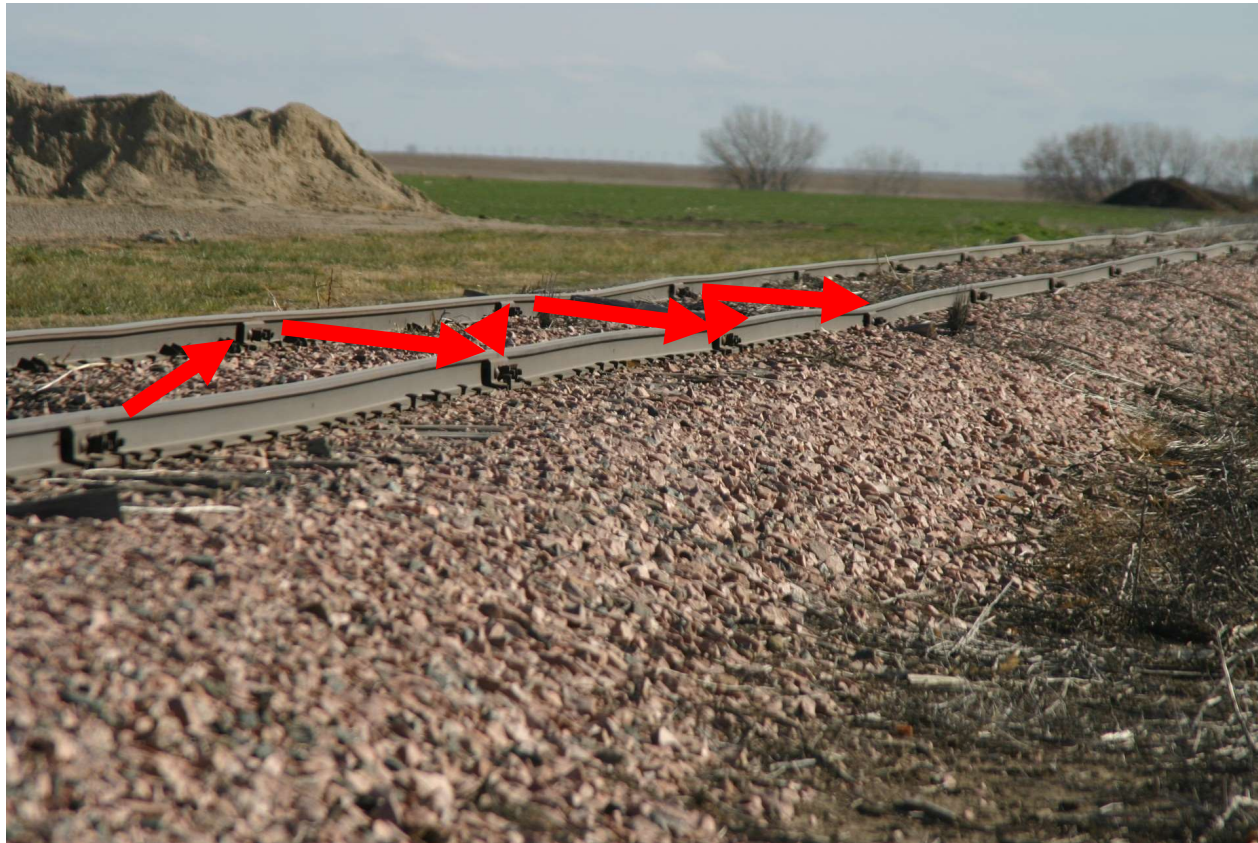
| Track surface (inches) | Class of track | | | | |
|---|----------------|-------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 |
| The runoff in any 31 feet of rail at the end of a raise may not be more than | 3 1/2 | 3 | 2 | 1 1/2 | 1 |
| The deviation from uniform profile on either rail at the mid-ordinate of a 62-foot chord may not be more than | 3 | 2 3/4 | 2 1/4 | 2 | 1 1/4 |
| The deviation from zero crosslevel at any point on tangent or reverse crosslevel elevation on curves may not be more than | 3 | 2 | 1 3/4 | 1 1/4 | 1 |
| The difference in crosslevel between any two points less than 62 feet apart may not be more than* ^{1 2} | 3 | 2 1/4 | 2 | 1 3/4 | 1 1/2 |
| *Where determined by engineering decision prior to June 22, 1998, due to physical restrictions on spiral length and operating practices and experience, the variation in crosslevel on spirals per 31 feet may not be more than | 2 | 1 3/4 | 1 1/4 | 1 | 3/4 |

¹Except as limited by § 213.57(a), where the elevation at any point in a curve equals or exceeds 6 inches, the difference in crosslevel within 62 feet between that point and a point with greater elevation may not be more than 1 1/2 inches.

²However, to control harmonics on Class 2 through 5 jointed track with staggered joints, the crosslevel differences shall not exceed 1 1/4 inches in all of six consecutive pairs of joints, as created by seven low joints. Track with joints staggered less than 10 feet apart shall not be considered as having staggered joints. Joints within the seven low joints outside of the regular joint spacing shall not be considered as joints for purposes of this footnote.

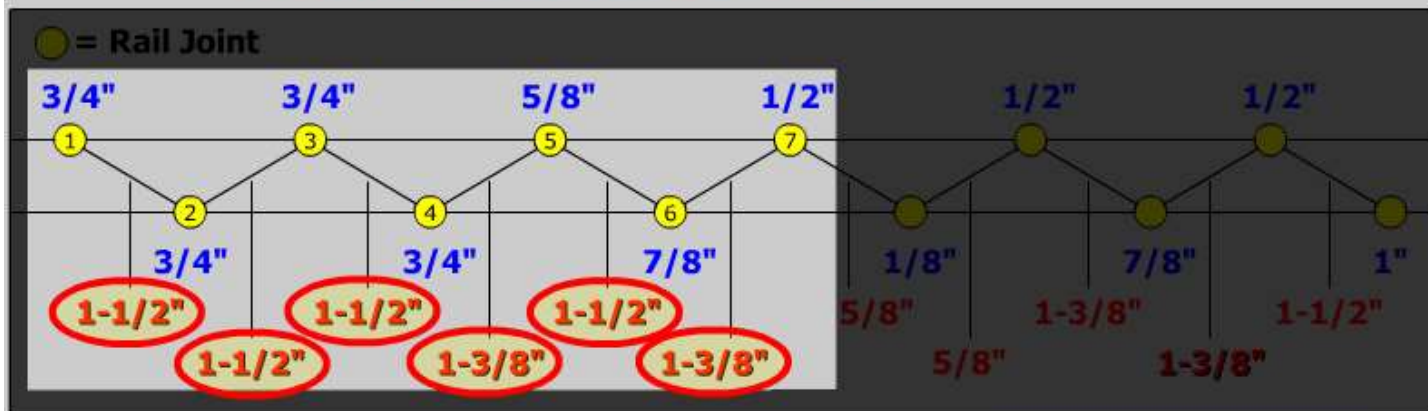


**Staggered
Jointed
Rail
(Joints
staggered
greater
than 10'
apart)**



FRA - Harmonic Rock-Off II

In this case, **Deficient Track Crosslevel**, could be considered a potential **Primary Derailment Cause**.



² However, to control harmonics on Class 2 through 5 jointed track with staggered joints, the crosslevel differences shall not exceed 1-1/4 inches in all of six consecutive pairs of joints, as created by 7 low joints. Track with joints staggered less than 10 feet shall not be considered as having staggered joints. Joints within the 7 low joints outside of the regular joint spacing shall not be considered as joints for purposes of this footnote. (Footnote 2 is applicable September 21, 1999.)



§ 213.63 Track surface.

(a) Except as provided in paragraph (b) of this section, each track owner shall maintain the surface of its track within the limits prescribed in the following table:

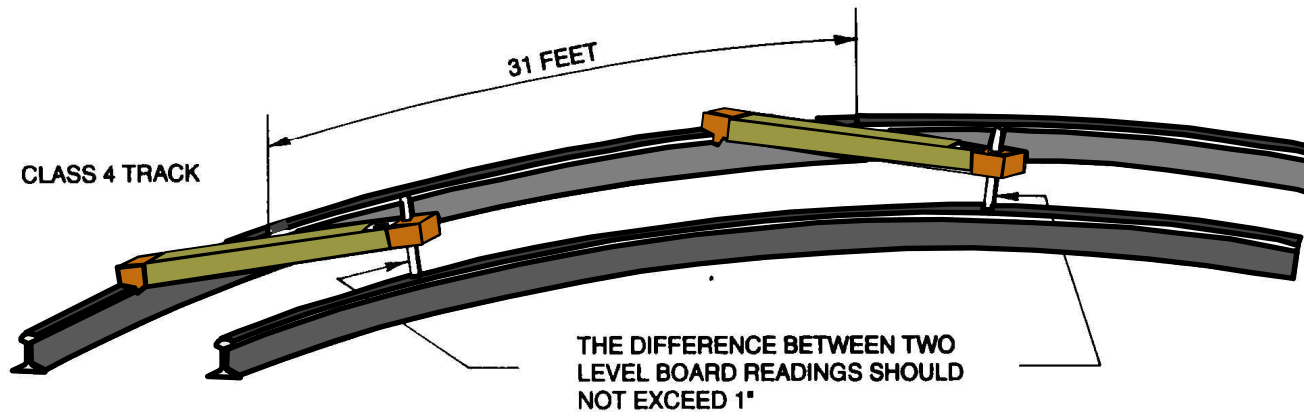
| Track surface (inches) | Class of track | | | | |
|---|----------------|-------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 |
| The runoff in any 31 feet of rail at the end of a raise may not be more than | 3 1/2 | 3 | 2 | 1 1/2 | 1 |
| The deviation from uniform profile on either rail at the mid-ordinate of a 62-foot chord may not be more than | 3 | 2 3/4 | 2 1/4 | 2 | 1 1/4 |
| The deviation from zero crosslevel at any point on tangent or reverse crosslevel elevation on curves may not be more than | 3 | 2 | 1 3/4 | 1 1/4 | 1 |
| The difference in crosslevel between any two points less than 62 feet apart may not be more than* ^{1 2} | 3 | 2 1/4 | 2 | 1 3/4 | 1 1/2 |
| *Where determined by engineering decision prior to June 22, 1998, due to physical restrictions on spiral length and operating practices and experience, the variation in crosslevel on spirals per 31 feet may not be more than | 2 | 1 3/4 | 1 1/4 | 1 | 3/4 |

¹Except as limited by § 213.57(a), where the elevation at any point in a curve equals or exceeds 6 inches, the difference in crosslevel within 62 feet between that point and a point with greater elevation may not be more than 1 1/2 inches.

²However, to control harmonics on Class 2 through 5 jointed track with staggered joints, the crosslevel differences shall not exceed 1 1/4 inches in all of six consecutive pairs of joints, as created by seven low joints. Track with joints staggered less than 10 feet apart shall not be considered as having staggered joints. Joints within the seven low joints outside of the regular joint spacing shall not be considered as joints for purposes of this footnote.



VARIATION IN CROSSLEVEL ON SPIRALS



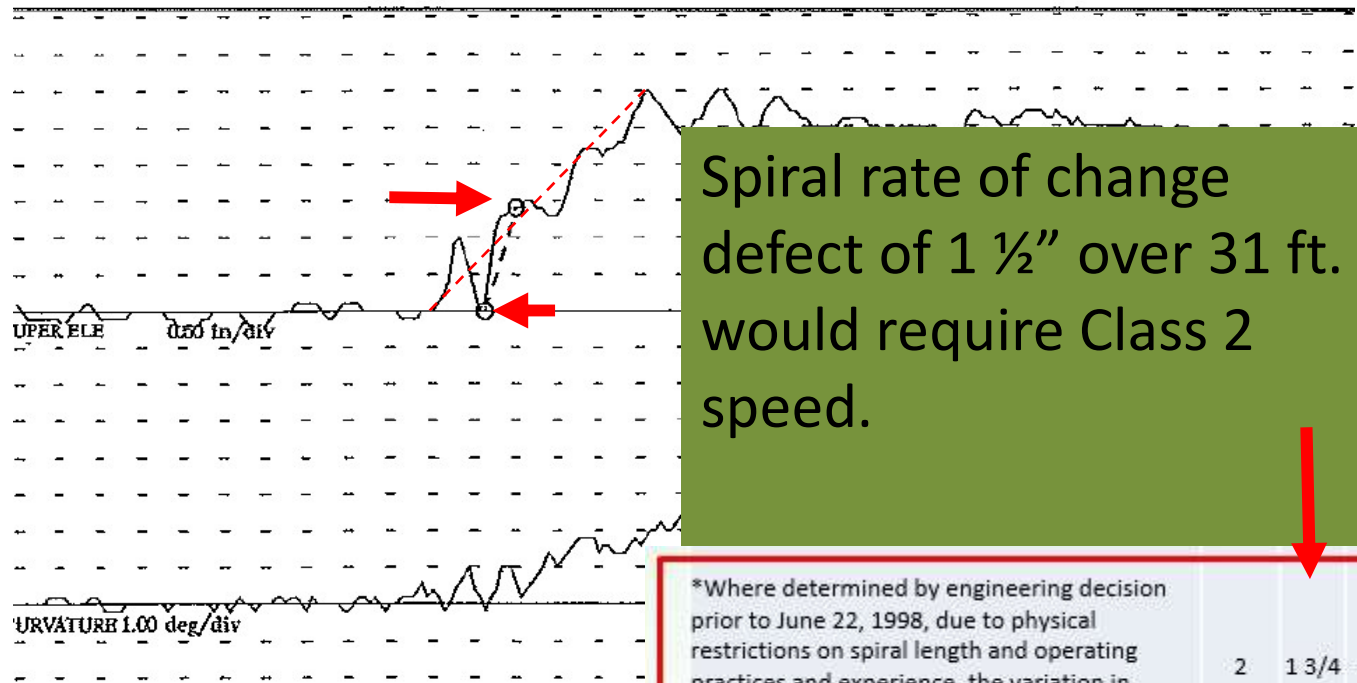
| VARIATION IN CROSSLEVEL ON SPIRALS IN ANY 31' MAY NOT BE ANY MORE THAN | CLASS OF TRACK | | | | |
|--|----------------|--------|--------|----|------|
| | 1 | 2 | 3 | 4 | 5 |
| | 2" | 1 3/4" | 1 1/4" | 1" | 3/4" |



Class 5 Spiral - PTS to PSC

| Station (31 ft.) | Design Elevation | Level Board Reading | Elevation Variation |
|---------------------|---------------------|---------------------------|------------------------|
| 1 | 0 | 0 | None Exceed 3/4" |
| 2 | 1/2" | 3/8" | 3/8" |
| 3 | 1" | 3/4" | 3/8" |
| 4 | 1 1/2" | 1" | 1/4" |
| 5 | 2" | 1 1/8" | 1/8" |
| 6 | 2 1/2" | 1 7/8" | 3/4" |





Spiral rate of change defect of 1 ½” over 31 ft. would require Class 2 speed.

*Where determined by engineering decision prior to June 22, 1998, due to physical restrictions on spiral length and operating practices and experience, the variation in crosslevel on spirals per 31 feet may not be more than

| | | | | |
|---|-------|-------|---|-----|
| 2 | 1 3/4 | 1 1/4 | 1 | 3/4 |
|---|-------|-------|---|-----|



§ 213.63 Track surface.

(a) Except as provided in paragraph (b) of this section, each track owner shall maintain the surface of its track within the limits prescribed in the following table:

| Track surface (inches) | Class of track | | | | |
|---|----------------|-------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 |
| The runoff in any 31 feet of rail at the end of a raise may not be more than | 3 1/2 | 3 | 2 | 1 1/2 | 1 |
| The deviation from uniform profile on either rail at the mid-ordinate of a 62-foot chord may not be more than | 3 | 2 3/4 | 2 1/4 | 2 | 1 1/4 |
| The deviation from zero crosslevel at any point on tangent or reverse crosslevel elevation on curves may not be more than | 3 | 2 | 1 3/4 | 1 1/4 | 1 |
| The difference in crosslevel between any two points less than 62 feet apart may not be more than* ^{1 2} | 3 | 2 1/4 | 2 | 1 3/4 | 1 1/2 |
| *Where determined by engineering decision prior to June 22, 1998, due to physical restrictions on spiral length and operating practices and experience, the variation in crosslevel on spirals per 31 feet may not be more than | 2 | 1 3/4 | 1 1/4 | 1 | 3/4 |

¹Except as limited by § 213.57(a), where the elevation at any point in a curve equals or exceeds 6 inches, the difference in crosslevel within 62 feet between that point and a point with greater elevation may not be more than 1 1/2 inches.

²However, to control harmonics on Class 2 through 5 jointed track with staggered joints, the crosslevel differences shall not exceed 1 1/4 inches in all of six consecutive pairs of joints, as created by seven low joints. Track with joints staggered less than 10 feet apart shall not be considered as having staggered joints. Joints within the seven low joints outside of the regular joint spacing shall not be considered as joints for purposes of this footnote.



Vertical Profile Deviations



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WRI 2020

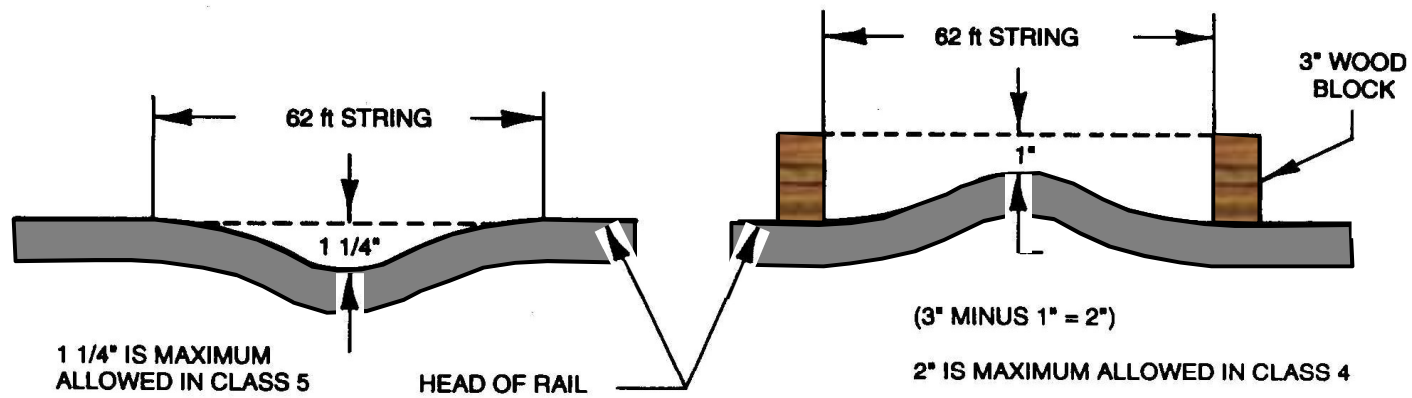
Vertical profile deviation caused by poor subgrade



**Stretch 62 ft. chord/string; measure vertical
offset at center of chord**

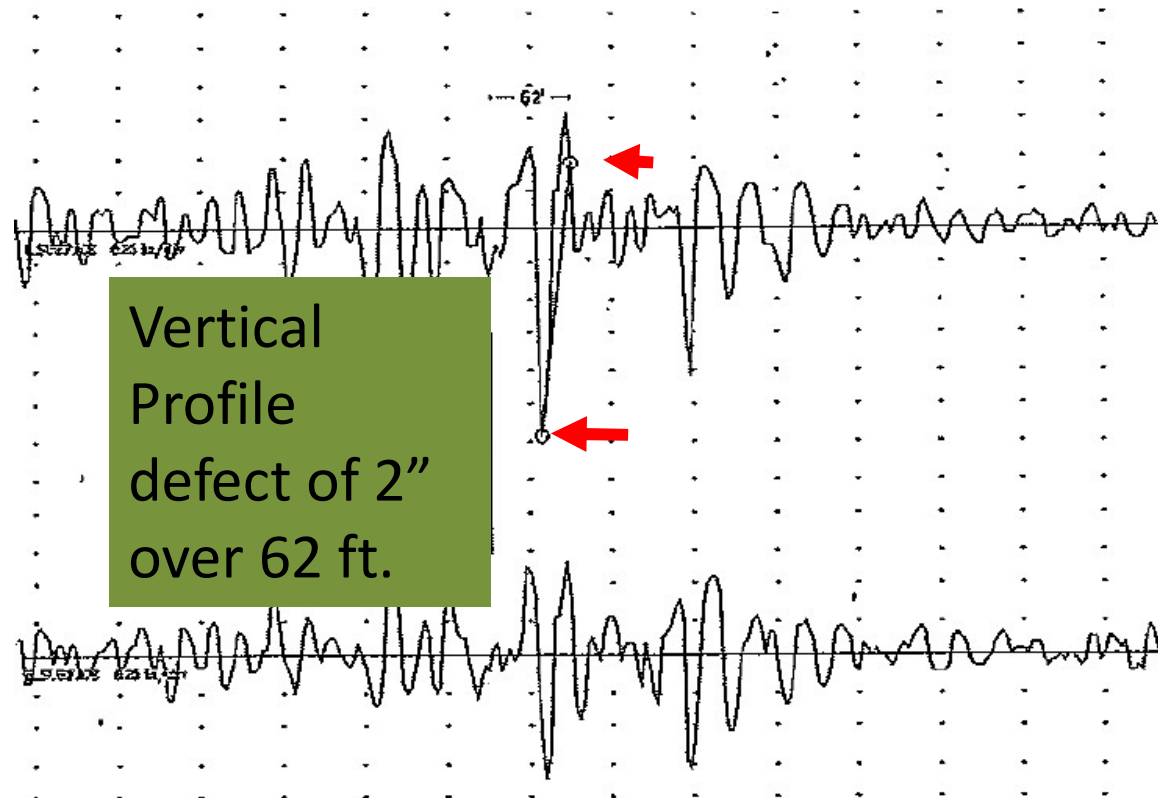


DEVIATION FROM UNIFORM PROFILE



| | CLASS OF TRACK | | | | |
|---|----------------|--------|--------|----|--------|
| | 1 | 2 | 3 | 4 | 5 |
| THE DEVIATION FROM UNIFORM PROFILE ON EITHER RAIL AT THE MID-ORDINATE OF A 62' CHORD MAY NOT BE MORE THAN | 3" | 2 3/4" | 2 1/4" | 2" | 1 1/4" |





§ 213.63 Track surface.

(a) Except as provided in paragraph (b) of this section, each track owner shall maintain the surface of its track within the limits prescribed in the following table:

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|---|----------------|-------|-------|-------|-------|
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| The deviation from uniform profile on either rail at the mid-ordinate of a 62-foot chord may not be more than | 3 | 2 3/4 | 2 1/4 | 2 | 1 1/4 |
| The deviation from zero crosslevel at any point on tangent or reverse crosslevel elevation on curves may not be more than | 3 | 2 | 1 3/4 | 1 1/4 | 1 |
| The difference in crosslevel between any two points less than 62 feet apart may not be more than* ^{1 2} | 3 | 2 1/4 | 2 | 1 3/4 | 1 1/2 |
| *Where determined by engineering decision prior to June 22, 1998, due to physical restrictions on spiral length and operating practices and experience, the variation in crosslevel on spirals per 31 feet may not be more than | 2 | 1 3/4 | 1 1/4 | 1 | 3/4 |

¹Except as limited by § 213.57(a), where the elevation at any point in a curve equals or exceeds 6 inches, the difference in crosslevel within 62 feet between that point and a point with greater elevation may not be more than 1 1/2 inches.

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Frost Heaves causing a raise in the track due to track degradation

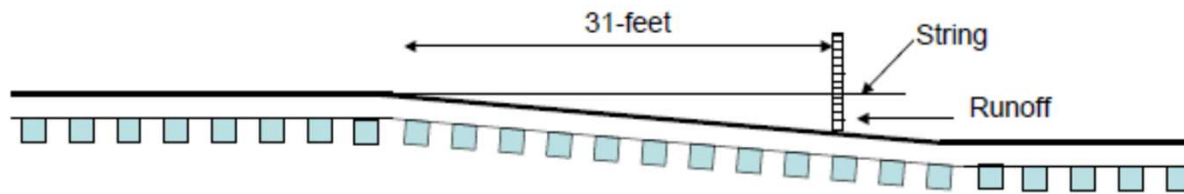
82



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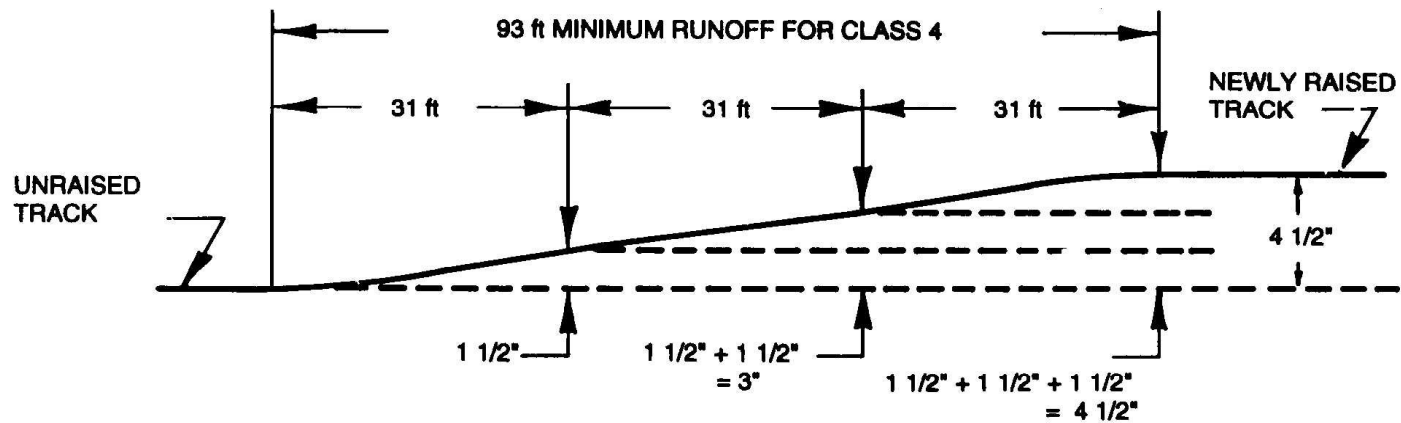
WRI 2020



Rate of Runoff over 31 feet



YOU NEED A 4 1/2" RUNOFF FROM A RAISE



| | CLASS OF TRACK | | | | |
|--|----------------|----|----|--------|----|
| | 1 | 2 | 3 | 4 | 5 |
| THE RUNOFF IN ANY 31' OF TRACK AT THE END OF A RAISE MAY BE NO MORE THAN | 3 1/2" | 3" | 2" | 1 1/2" | 1" |



Multiple Defects in Succession

§ 213.1 Scope of part.

- (a) This part prescribes minimum safety requirements for railroad track that is part of the general railroad system of transportation. The requirements prescribed in this part apply to specific track conditions existing in isolation. Therefore, a combination of track conditions, none of which individually amounts to a deviation from the requirements in this part, may require remedial action to provide for safe operations over that track. This part does not restrict a railroad from adopting and enforcing additional or more stringent requirements not inconsistent with this part.





The End



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