

**Performance Standards
Track Technical Bulletins**

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Objective	Performance Standard	Reference Sources
<p>To ensure a common understanding that promotes the uniform interpretation and application of the contents of this technical bulletin.</p> <p>All Federal and State inspectors will understand and implement the conclusions itemized in this technical bulletin.</p>	<p>Inspectors shall exhibit a comprehensive understanding of this objective by accurately implementing the following interpretations:</p> <ol style="list-style-type: none"> 1. Inspectors must use judgement in evaluating the safety of a Conley lift rail assembly. Although cracks are known to propogate slowly, cracks can be more hazardous under certain bridge conditions such as a deteriorated deck. Inspectors are cautioned against citing Section 213.113, Defective rails, to describe cracks in the manganese casting running surface of the Conley lift rail appliance. 2. Specific concerns about the safety of a Conley lift rail installation must be immediately brought to the attention of appropriate railroad management and discussed with the Regional Track Specialist. 	<p>Technical Bulletin T-95-01 Track Enforcement Manual Regional Track Specialists Track Inspectors Railroad Maintenance Personnel</p>

Comments:

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<p>To ensure a common understanding that promotes the uniform interpretation and application of the contents of this technical bulletin.</p> <p>All Federal and State inspectors will understand and implement the conclusions itemized in this technical bulletin.</p>	<p>Inspectors shall exhibit a comprehensive understanding of this objective by accurately implementing the following interpretations:</p> <p>Designated elevation is derived by averaging a sufficient number of points on the curve. Section 213.63 indicates the permissible deviation from the designated elevation.</p>	<p>Technical Bulletin T-95-03 Track Enforcement Manual Regional Track Specialists Track Inspectors Railroad Maintenance Personnel</p>

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Objective	Performance Standard	Reference/Tools
<p>To ensure a common understanding that promotes the uniform interpretation and application of the contents of this technical bulletin.</p> <p>All Federal and State inspectors will understand and implement the conclusions itemized in this technical bulletin.</p>	<p>Inspectors shall exhibit a comprehensive understanding of this objective by accurately implementing the following interpretations:</p> <p>In enforcing the guidelines of Appendix C, inspectors must clearly show that the camp car conditions interfere with the ordinary person's ability to obtain rest. The term "rest" is the essential criterion for the determination if a condition is in compliance with Appendix C.</p>	<p>Technical Bulletin T-95-04; Track Enforcement Manual; Track Specialists <i>Regional</i> Track Inspectors Railroad Maintenance Personnel AREA Manual</p>

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T-95-10 Continued

	<p>Wear on the guarded face of a self-guarded frog may be measured by taking thickness measurements at both worn and unworn locations by calculating the amount of wear.</p> <p>Wear may also be checked by measuring from the gage line to the guarding face. A third method uses a frog check gage.</p>	
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