

***On-the-Job Training Standards
For
New Hire Track Persons Designated to Inspect Track***

February 12, 2019

Foreword

The OJT tasks identified below assumes a continuous and ongoing positive conversation between the designated instructor / qualified person and trainee. It means enough opportunity for conversational feedback before, during, and after any task is undertaken. The purpose of this conversation is to ensure learning transfer occurs. Depending on task complexity and learner skill level, most adults gain mastery of new skills through practice and repetition. OJT standards provide the basis for measuring mastery of new skills in a fair and objective manner. It is understood that many of the tasks below are presented in a manner that may suggest non-complying conditions must be present for the trainee to demonstrate proficiency. That is not the case and it is for this reason that a positive conversation between teacher and learner is encouraged throughout the OJT process.

Please also note that there is no obligation under 49 CFR Part 243 for employers to train safety-related railroad employees on skills they will never apply in connection with their duties. For example, if an employee will not be required to perform duties in passenger service, no training on those tasks is required.

On-the-Job Training Roles and Responsibilities – Example Template

1. The **designated instructor** serves as the overall coordinator of the specific OJT program and is primarily responsible for:
 - Acting as the principal point of contact for the process, and ensuring the process is properly implemented.
 - Ensuring that all trainees and qualified persons involved in the OJT process have received hard copies of the OJT program or electronic copies of the checklist.
 - Providing guidance to both the trainee and qualified person in the process once they have received the OJT program.
 - Ensuring that trainees have access to all the supporting publications listed in this OJT program.
 - Ensuring the trainee has successfully completed all safety-related tasks to become a qualified member of an occupational category or subcategory.
2. The **qualified person** (sometimes referred to as a peer trainer) may serve as the mentor/coach for trainees. The qualified person must be qualified and has a duty to communicate with the trainees to ensure OJT is properly administered throughout the process. The qualified person will also provide daily briefings at the beginning and end of each day regarding the specific tasks focused on during that day. The trainee may perform OJT under the direct onsite observation of any qualified person, provided the qualified person has been advised of the circumstances and is capable of intervening if an unsafe act or noncompliance with Federal railroad safety laws, regulations, or orders is observed. **However, the trainee must demonstrate OJT proficiency to the satisfaction of the designated instructor to become a qualified member of an occupational category or subcategory.** A designated instructor and qualified person can be the same person.
3. The **trainee** (new hire) has the responsibility to pay close attention to the qualified person providing OJT, and to take advantage of the knowledge and experience he or she has to offer. Tracking progress of the OJT is essential and is the trainee's responsibility. Trainees should be aware of, and abide by, the following:
 - The designated instructor and/or qualified person will provide practical information and advice on the requirements and responsibilities of assigned duties.
 - Trainees are responsible for completing any narrative and self-study assignments outside the scope of this OJT program. Additional assignments are an integral part of the training experience and must be completed before being deemed qualified by the employer.
 - To gain the maximum benefit from the OJT experience, trainees should:
 - Remain alert and involved in the training activities.
 - Ask questions and learn from feedback.
 - Take notes and apply previous lessons.
 - Complete all required assignments.
 - Become familiar with and comply with FRA regulations, railroad safety rules, and other procedures

mandated as a condition of employment by the employer.

- Develop and maintain a learning attitude.
- The OJT experience is designed to be much more than following a qualified person around and watching what he or she does. Trainees must take an active role in the OJT and thoroughly engage in the various job tasks outlined in this OJT program.
- Expect the qualified person to say, “Here, you give it a try.” Remember, while progressing through the OJT program, trainees can learn skills, to develop knowledge, and to adopt work habits and routines that will last throughout a railroad career.
- Tracking and documenting OJT progress is an essential process step.

Guidelines for On-the-Job Training Program Coordination and Administration

In most cases, the first week or so of employment will involve administrative details and an overall orientation. Although it is understood that a trainee’s duties may overlap with other organizational requirements, each day of OJT should focus on one of the major duties of the OJT program to the extent possible. Once the tasks have been selected, there should be both an initial briefing on the tasks to be completed at the beginning and end of each day.

- The purpose of the debriefing is to go through the day’s activities, and to focus on each of the tasks associated with the task selected.
- There is no required sequential order for completing the OJT associated with any task, and no attempt is made to prioritize any tasks. Although OJT should be focused on a task, it is anticipated that the task standards will be accomplished based on available training opportunities.

Important Note: Although OJT is a critical aspect of 49 CFR Part 243, FRA will consider, on a case by case basis, alternate approaches to OJT in lieu of the traditional approach (*see 49 CFR § 243.5- On-the-job training*). For example, some employers or training organizations may have access to state of the art indoor/outdoor training facilities that permit students to practice tasks that require neuromuscular coordination to learn in a controlled environment with minimal or no risk of personal injury. Other approaches may include; classroom practical exercises, role play, lab simulation, virtual reality (VR), and other emerging technologies. While FRA does encourage alternate approaches to OJT to lessen the risk of personal injury exposure to students, enough detail must be included in the submission and satisfy the regulatory requirements of 49 CFR § 243.101(d) (1-3).

OJT - Apply 49 CFR Part 213 Subparts A-F

NOTE 1:

- All inspectors should have access to the reference material to use in the performance of their duties:
 - Track Safety Standards (TSS)
 - FRA Compliance manual, and
 - Field guide (The Railway Educational Bureau)

NOTE 2:

- For record keeping purposes defect codes or general descriptions can be used.
 - The codes reflect the subsection and paragraph referenced in the Track Safety Standards.
 - Descriptions are a generalization of the referenced material.

Apply 49 CFR Part 213 Subparts A-F		
<u>Performance</u> Tasks	<u>Conditions</u> Tools, Equipment, Documents, Practice	<u>Standards</u> Time, Completeness, or Accuracy
<p>Task 1 § 213.1 - Scope:</p> <p>Demonstrate an understanding of the general scope of the Track Safety Standards (TSS) Part 213 – Subparts A – F and the requirements for compliance.</p>	<p>Given an opportunity to attend classroom training, and or complete desktop exercises as determined by a Designated Instructor/Qualified Person; the trainee will be able to:</p>	<p>Summarize to the satisfaction of the Designated Instructor/Qualified Person his or her basic understanding of the minimum track safety standards (TSS), demonstrate the ability to correctly reference these standards in the performance of their duties and using the reference material determine the proper remedial action to safely compensate for deviations from the TSS.</p>
<p>Task 2 § 213.3 – Application:</p> <p>Demonstrate understanding where the track safety standards are applicable.</p>	<p>Given an opportunity to attend classroom training, and or complete desktop exercises as determined by a Designated Instructor/Qualified Person; the trainee will be able to:</p>	<p>Explain to the satisfaction of the Designated Instructor/Qualified Person if the track is part of the general system of railroads or a plant railroad. This determination will enable the trainee to demonstrate to the Designated Instructor/Qualified Person trainee can identify and properly inspect the track for accordance with minimum safety standards.</p>

Apply 49 CFR Part 213 Subparts A-F		
<u>Performance Tasks</u>	<u>Conditions</u> Tools, Equipment, Documents, Practice	<u>Standards</u> Time, Completeness, or Accuracy
<p>Task 3 § 213.4 - Excepted track:</p> <p>Demonstrate proficiency with understanding the requirements of Excepted track.</p> <p>Note: The determination to designate track as “excepted” is generally a function of owner, manager or designee.</p>	<p>Given an opportunity to attend classroom training and or complete desktop exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p>	<p>Demonstrate or explain with 100 percent accuracy, and to the satisfaction of the Designated Instructor/Qualified Person if a segment of track is designated as “excepted” that segment meets criteria required in this part.</p> <ul style="list-style-type: none"> <input type="checkbox"/> The track segment is identified on an appropriate record. <input type="checkbox"/> The track segment located within 30 feet of an adjacent track subject to simultaneous operation at speeds in excess of 10 mph. <input type="checkbox"/> The track is inspected in accordance with §213.233(c) and 213.235 as specified for Class 1 track. <input type="checkbox"/> If the identified track is located on a bridge, approaching a bridge or located on a public street or highway with cars that are required to be placarded (49 CFR Part 172). <input type="checkbox"/> The railroad conducts operations under the following conditions: <ul style="list-style-type: none"> <input type="checkbox"/> Train speeds do not exceed 10 mph. <input type="checkbox"/> There is no occupied passenger train(s). <input type="checkbox"/> There are no more than 5 placarded cars on a train. <input type="checkbox"/> The gage on the track does not exceed allowable. <input type="checkbox"/> The railroad failed to notify FRA of removal of trackage from “excepted” status. <p>213 4.A Excepted track not identified 213 4.B Except track within 30 ft. of track with speed more than 10 mph 213 4.C Except track not inspected at Class 1 track requirements 213 4.D Train speed greater than 10 mph on excepted 213 4.E1 Occupied passenger train on excepted 213 4.E2 More than 5 cars placarded moved on excepted 213 4.E3 Placard car operated within 100 ft of bridge or in Public X-ing</p>

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<p>Task 4 § 213.5 - Responsibility for Compliance:</p> <p>Demonstrate understanding of Responsibility for Compliance</p>	<p>Given an opportunity to attend classroom training and or complete desktop exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p>	<p>Demonstrate or explain with 100 percent accuracy, and to the satisfaction of the Designated Instructor/Qualified Person trainee knows and understands the requirements and responsibility for compliance with this part.</p> <ul style="list-style-type: none"> <input type="checkbox"/> If the trainee knows or has knowledge the track does not comply with the minimum standards trainee can – <input type="checkbox"/> Bring the track into compliance <input type="checkbox"/> Halt operations <input type="checkbox"/> Operate under the direction of a designated qualified person <input type="checkbox"/> Understand what operations may continue without repair if the track is designated as “excepted”. <input type="checkbox"/> Determine if responsibility for the track has been assigned to a third party. <input type="checkbox"/> Determine who is responsible for compliance (owner or the assignee) <input type="checkbox"/> Demonstrate that he, she or any contractor understands that any function required by this part (213) perform that function in accordance with this part. <p>213 5.A Failure bring track into compliance</p>

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<p>Task 5 § 213.7 : Designation of qualified persons to supervise certain renewals and inspect track:</p> <p>Note: This section is essential to owners, managers, supervisors or designees to know and understand the requirement for the designation and the basis of that designation.</p> <p>Note: *213.7(c) is not required unless the track is constructed with Continuous Welded Rail (CWR).</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person the trainee will be able to:</p>	<p>Demonstrate to the satisfaction of the Designated Instructor/Qualified Person trainee has achieved proficiency in the knowledge and skills of understanding the safety standards and can comply with the requirements of this part; in doing so the trainee will be designated as qualified to -</p> <ul style="list-style-type: none"> <input type="checkbox"/> 213.7(a) – supervise restoration and renewal. <input type="checkbox"/> 213.7(b) – Inspect track. <input type="checkbox"/> 213.7(c) – Inspect, install, adjust or maintain CWR*. <input type="checkbox"/> 213.7(d) – Allow persons not fully qualified to pass trains and pull-a-parts. <p>213 7.A2 Failure to demonstrate knowledge inspection 213 7.A3 Failure to have written authorization for renewal 213 7.B Failure to use qualified person 213 7.B2 Failure to demonstrate knowledge 213 7.B3 Failure written author for inspection 213 7.C Failure to use qualified for CWR 213 7.C2 Failure to complete comp. CWR training 213 7.C3 Failure to demonstrate knowledge for CWR 213 7.C4 Failure written authorization inspect CWR 213 7.D Non-qualified person passing trains over broken rails or pull apart 213 7.D2 Train speed over 10 mph over broken rail or pull apart 213 7.D3 Not watching movement over broken rail or pull apart 213 7.D4 Not promptly notifying dispatch of broken rail or pull apart 213 7.E Failure to maintain records of designations</p>
<p>Task 6 § 213.9 - Classes of track; operating speed limits:</p> <p>Demonstrate proficiency with the requirements of classes of track; operating speed limits and inspecting to the designated class.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will be able to:</p>	<p>Demonstrate to the satisfaction to the Designated Instructor/Qualified Person trainee can inspect track to the class for which the speed is designated and safely compensate for any non-compliant conditions.</p> <ul style="list-style-type: none"> <input type="checkbox"/> 213.9(a) <input type="checkbox"/> 213.9(b) <p>213 9 B1 Failure to restore within 30 days 213 9 B2 Failure to enforce limiting conditions</p>

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<p>Task 7 § 213.11 - Restoration or renewal of - track under traffic conditions:</p> <p>Demonstrate proficiency with the requirements of restoration or renewal of track under traffic conditions.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will be able to:</p>	<p>Demonstrate to the satisfaction of the Designated Instructor/Qualified Person trainee can make restorations or renewals under traffic conditions.</p> <ul style="list-style-type: none"> <input type="checkbox"/> A qualified person (213.7) made the repairs and or supervised the restoration. <input type="checkbox"/> When the track was returned to service did the track meet all the requirements of Part 213 Subparts A – F for that class of track. <p>213 11 Qualified supervision not provided at work site under traffic</p>
<p>Task 8 § 213.13 - Measuring track not under load:</p> <p>Note: this is a critical component of all track inspections.</p> <p>Demonstrate the ability to measure track under load.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will XX occasions, be able to use measurement tools such as:</p> <ul style="list-style-type: none"> • Tape measure • Level board • Taper or step gauge • String line 	<p>Take measurements with 95 percent accuracy and to the satisfaction of the Designated Instructor/Qualified Person of unloaded track and demonstrate proficiency by adding the amount of rail movement to the unloaded track.</p> <p>Note: This includes the amount of vertical or lateral rail deflection occurring between a rail base and base and a tie plate or a tie plate and a crosstie; from voids between the crosstie and ballast section resulting from elastic compression; or any combinations of the above. Each deflection under the running rails must be measured and properly considered when computing the collective deviations under load.</p> <p>213 13 Track not measured under load</p>

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<p>Task 9 § 213.14 - Application of requirements to curved track:</p> <p>Demonstrate a knowledge and understanding of the application of the TSS to curved track.</p>	<p>Given an opportunity to attend classroom training by a Designated Instructor/Qualified Person; the trainee will be able to:</p>	<p>Explain to the satisfaction of the Designated Instructor/Qualified Person his or her general understanding that the requirements specified for curved track apply only to track having a curvature greater than 0.25 degrees.</p>
<p>Task 10 § 213.33 - Drainage:</p> <p>Demonstrate proficiency with the requirements for track drainage.</p> <p>Note: All 213.7 designated qualified employees must understand this rule is intended for drainage or other water carrying facilities under or immediately adjacent to the tracks.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p>	<p>Find at least 95 percent of the defects related to drainage identified by Designated Instructor/Qualified Person, and discuss, to the satisfaction of the Designated Instructor/Qualified Person, defects, documentation, and safely compensate for all deviations related to drainage.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Drainage or water-carrying facility not maintained. <input type="checkbox"/> Drainage or water-carrying facility obstructed by debris. <input type="checkbox"/> Drainage or water-carrying facility collapsed. <input type="checkbox"/> Drainage or water-carrying facility obstructed by vegetation. <input type="checkbox"/> Drainage or water-carrying facility obstructed by silting. <input type="checkbox"/> Drainage or water-carrying facility deteriorated to allow subgrade saturation. <input type="checkbox"/> Uncontrolled water undercutting track structure or embankment. <p>213 33.A1 Drainage facility not maintained 213 33.A2 Drainage facility obstructed by debris 213 33.A3 Drainage facility collapsed 213 33.A4 Drainage facility obstructed vegetation 213 33.A5 Drainage facility obstructed silting 213 33.A6 Drainage facility deteriorated to allow subgrade saturation 213 33.A7 Uncontrolled water undercutting</p>

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<p>Task 11 § 213.37 - Vegetation:</p> <p>Demonstrate proficiency with the requirements of vegetation.</p> <p>Note: All 213.7 designated qualified employees must understand this rule is intended for vegetation under or immediately adjacent to the tracks.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p>	<p>Find at least 95 percent of the defects identified by Designated Instructor/Qualified Person, and/or demonstrate to the satisfaction of the Designated Instructor/Qualified Person that trainee can identify, document and safely compensate for all deviations identified related to vegetation and does not:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Become a fire hazard. <input type="checkbox"/> Obstruct visibility of railroad signs and signals: <ul style="list-style-type: none"> <input type="checkbox"/> Along the right of way, and <input type="checkbox"/> At highway-rail crossings. <input type="checkbox"/> Interfere with trackside duties. <input type="checkbox"/> Prevent the proper functioning of signal and communication lines. <input type="checkbox"/> Prevent visual inspections of moving equipment. <p>213 37.A Combustible vegetation around structures 213 37.B1 Vegetation obstructs visibility of signs and signals 213 37.B2 Vegetation obstructs visibility of crossing signs by public 213 37.C1 Vegetation interferes with trackside duties 213 37.C2 Vegetation obstructs passing of employee signal 213 37.C3 Vegetation in towpaths and around switches 213 37.D Vegetation prevent proper functioning of signals 213 37.E1 Vegetation at depot, office 213 37.E2 Vegetation at meeting points 213 37.E3 Vegetation brushing rolling stock</p>

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<p>Task 12 § 213.53 - Gage:</p> <p>Demonstrate proficiency with the requirements of gage.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p> <p>Tool Example:</p> <ul style="list-style-type: none"> • Tape Measure 	<p>Demonstrate to the satisfaction of the Designated Instructor/Qualified Person that trainee can identify with 95 percent accuracy, points of concern, measure, document and safely compensate for all deviations, including the ability to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Determine a point of concern for measuring. <input type="checkbox"/> Take a measurement; including the rail movement – if any. <input type="checkbox"/> Assure the measurement does not exceed the allowable limit for the class of track being inspected. <input type="checkbox"/> Assure the measurement is not less than allowable. <p>213 53.A Gage measurement improper 213 53.B1 Wide gage on tangent 213 53.B2 Tight gage on tangent 213 53.B3 Wide gage on curved track 213 53.B4 Tight gage on curved track 213 53.B5 Wide gage on accepted</p>
<p>Task 13 § 213.55 - Alinement:</p> <p>Demonstrate proficiency with the requirements of alinement.</p> <p>Note: §213.55(b) Omitted In the current regulation paragraph (b) deals with railroads operating at a cant deficiency >5 inches and is not addressed in this model.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p> <p>Tool Example:</p> <ul style="list-style-type: none"> • Tape Measure • String line 	<p>Demonstrate to the satisfaction of the Designated Instructor/Qualified Person that trainee can measure with 100 percent accuracy, alignment, including the ability to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Know the proper application and use of a string line in tangent and curved track. <input type="checkbox"/> Determination of the degree of a curve using a 62’ chord. <input type="checkbox"/> Determine the point of concern for measuring. <input type="checkbox"/> Determine the number of stations required (tangent or curve). <input type="checkbox"/> Take a measurement including the rail movement – if any. <input type="checkbox"/> Assure the measurement (alignment) does not exceed the allowable limit for the class of track being inspected. <p>213 55.A1 Alinement deviation tangent Track (62 ft) 213 55.A2 Alinement deviation curved track (62 ft) 213 55.A3 Alignment deviation Class 3-5 (31 ft)</p>

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<p>Task 14 § 213.57 (a) (b) - Curves, elevations and speed limitations</p> <p>Demonstrate proficiency with the requirements of – curves, elevations and speed limitations.</p> <p>Note: 213.57 (c)-(i) Omitted In this current regulation it discusses vehicles operating at 4 inches or greater cant deficiency and is not addressed in this model.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p> <p>Tool Example:</p> <ul style="list-style-type: none"> • Tape Measure • String line • Level board • Reference material (3 inch unbalance table) 	<p>Demonstrate to the satisfaction of the Designated Instructor/Qualified Person that trainee can measure with 100 percent accuracy, curves and elevations to determine speed, including the ability to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Know the maximum allowable elevation of the outside rail in a curve for the class of track being inspected. <input type="checkbox"/> Be proficient in reading and understanding the V-max formula (Reference Table). <input type="checkbox"/> Calibrate and use the proper tool(s) for measuring (level board). <input type="checkbox"/> Determine the degree of a curve using a 62’ chord. <p>213 57.A1 Maximum cross level on curve Class 1&2 exceeds allowable 213 57.A2 Max xlevel on curve Class 3-5 exceeds allowable 213 57.B1 Operating speed exceeds allowable 3" unbalance 213 57.C1 Operating speed exceeds allowable 4" unbalance 213 57.D Operating speed exceeds allowable for FRA approved unbalance</p>

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<p>Task 15 § 213.59 - Elevation of curved track; runoff</p> <p>Demonstrate proficiency with the requirements of Elevation of curved track; runoff.</p> <p>Note: 213.59 (b) Omitted In this current regulation Paragraph (b) addresses railroads operating at a cant deficiency >5 inches and is not addressed in this model.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p> <p>Tool Example:</p> <ul style="list-style-type: none"> • Tape Measure • String line • Level board 	<p>Demonstrate to the satisfaction of the Designated Instructor/Qualified Person that trainee can identify with 100 percent accuracy, the elevation of a curve, including the ability to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Determine the degree of a curve using a 62' chord. <input type="checkbox"/> Determine the elevation of the curve. <input type="checkbox"/> Use the table to determine the maximum speed for a curve. <input type="checkbox"/> Determine that where fixed physical conditions exist the minimum elevation is used to determine the maximum allowable speed. <input type="checkbox"/> Elevation runoff is at a uniform rate. <p>213 59.A Operating speed exceeds allowable at fixed conditions 213 59.B Improper elevation runoff in spiral.</p>

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<p>Task 16 § 213.63 - Track Surface</p> <p>Demonstrate proficiency with the requirements of track surface.</p> <p>Note: When determining whether curved track is in compliance with the TSS, inspectors should consider §§ 213.57, 213.59, and 213.63 in conjunction with one another.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p> <p>Tool Example:</p> <ul style="list-style-type: none"> • Tape Measure • String line • Level board 	<p>Demonstrate to the Designated Instructor/Qualified Person that trainee can identify with 100 percent accuracy, track surface conditions, including the ability to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Read and understand the table referenced in this section (Table§213.63). <input type="checkbox"/> Identify the point of concern for a surface condition. <input type="checkbox"/> Use the proper tool(s) and measure the condition properly: <ul style="list-style-type: none"> ○ Runoff (31’). ○ Uniform profile on either rail. ○ Zero crosslevel (tangent); reverse crosslevel (curves). ○ Crosslevel between twp. points <62’ apart (warp). ○ *Variation of crosslevel) in spirals per 31’. ○ Harmonics (table foot note). <p>*Where determined by engineering decision....</p> <table border="0"> <tr> <td>213 63.A1</td> <td>Runoff in 31 ft exceeds allowable (end of raise)</td> </tr> <tr> <td>213 63.A2</td> <td>Deviation from uniform profile exceeds allowable</td> </tr> <tr> <td>213 63.A3</td> <td>Deviation from zero crosslevel on tangent exceeds allowable</td> </tr> <tr> <td>213 63.A4</td> <td>Reverse elevation exceeds allowable</td> </tr> <tr> <td>213 63.A5</td> <td>Warp on tangent exceeds allowable</td> </tr> <tr> <td>213 63.A6</td> <td>Warp in curves exceeds allowable</td> </tr> <tr> <td>213 63.A7</td> <td>Warp in spirals exceeds allowable</td> </tr> <tr> <td>213 63.A8</td> <td>Variation xlevel 31 ft physical restricted spiral</td> </tr> <tr> <td>213 63.A9</td> <td>Warp elevation over 6" exceeds allowable</td> </tr> <tr> <td>213 63.A10</td> <td>Crosslevel 6 consecutive joints Class 2-5</td> </tr> </table>	213 63.A1	Runoff in 31 ft exceeds allowable (end of raise)	213 63.A2	Deviation from uniform profile exceeds allowable	213 63.A3	Deviation from zero crosslevel on tangent exceeds allowable	213 63.A4	Reverse elevation exceeds allowable	213 63.A5	Warp on tangent exceeds allowable	213 63.A6	Warp in curves exceeds allowable	213 63.A7	Warp in spirals exceeds allowable	213 63.A8	Variation xlevel 31 ft physical restricted spiral	213 63.A9	Warp elevation over 6" exceeds allowable	213 63.A10	Crosslevel 6 consecutive joints Class 2-5
213 63.A1	Runoff in 31 ft exceeds allowable (end of raise)																					
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<p>Task 17 § 213.103 - Ballast, general:</p> <p>Demonstrate proficiency with the requirements of ballast.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p>	<p>Demonstrate to the satisfaction of the Designated Instructor/Qualified Person that trainee can identify with 95 percent accuracy, that the track is supported by a material (ballast) that will:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Transmit and distribute the load to the subgrade. <input type="checkbox"/> Restrain the track laterally, longitudinally and vertically under dynamic loads and or thermal conditions. <input type="checkbox"/> Provide adequate drainage. <input type="checkbox"/> Maintain proper track crosslevel, surface and alinement <p>213 103.A Fouled or insufficient ballast not transmitting loads 213 103.B Fouled or insufficient ballast not restraining track 213 103.C Fouled ballast failing to drain 213 103.D Fouled or insufficient ballast restraining geometry</p>

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<p>Task 18-1 § 213.109(a) (b) (c) - Crossties:</p> <p>Demonstrate proficiency with the requirements of - crossties.</p> <p>Note: OTHER THAN CONCRETE</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p> <p>Tool Example:</p> <ul style="list-style-type: none"> • Tape Measure <ul style="list-style-type: none"> ○ Ties in 39' ○ Distance from a joint 	<p>With 100 percent accuracy, demonstrate to the satisfaction of the Designated Instructor/Qualified Person that trainee can determine the crosstie is effective, including:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Made of a material to which the rail can be securely fastened. <input type="checkbox"/> Each 39' segment has at a minimum a sufficient number of cross ties that will: <ul style="list-style-type: none"> ○ Hold gage to the limits of the table (§ 213.53(b). ○ Hold surface within the limits prescribed (§ 213.63. ○ Maintain alinement within the limits prescribed (§ 213.55). <input type="checkbox"/> A minimum number of cross ties effectively distributed to support the entire segment (table). <input type="checkbox"/> At least one effective crosstie within the prescribed distance of a joint. <input type="checkbox"/> Cross ties, other than concrete, used to satisfy the set forth in the table shall not be: <ul style="list-style-type: none"> ○ Broken through. ○ Split or impaired to allow the ballast to work through. ○ So deteriorated that the plate or base of rail can move laterally ½ inch. ○ Cut by the plate more than 40%. <p>213 109.A Crossties unsound material 213 109.B1i Crossties not maintaining gage 213 109.B1ii Crossties not maintaining surface 213 109.B1iii Crossties not maintaining alinement 213 109.B2 Crossties not effectively distributed 213 109.B3 No effective joint ties within prescribed distance 213 109.B4 Less than required non-defective ties in 39 ft 213 109.C1 Crossties other than concrete broken through 213 109.C2 Crossties other than concrete split or impaired 213 109.C3 Crossties other than concrete deteriorated (1/2" rail movement) 213 109.C4 Crossties other than concrete plate cut 40 %</p>

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<p>Task 18-2 § 213.109(d) - Concrete Cross ties:</p> <p>Demonstrate proficiency with the requirements of Concrete cross ties.</p> <p><u>CONCRETE</u></p> <p>Note: This section is only required if the track is constructed with Concrete ties</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p> <p>Tool Example:</p> <ul style="list-style-type: none"> • Tape Measure <ul style="list-style-type: none"> ○ Ties in 39' ○ Distance from a joint 	<p>Find at least 95 percent of the defects identified the Designated Instructor/Qualified Person including but not limited to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Whether it is broken through or deteriorated to the extent that prestressing material is visible <input type="checkbox"/> If it is deteriorated or broken off in the vicinity of the shoulder or insert so that the fastener assembly can either pull out or move laterally more than 3/8 inch relative to the crosstie. <input type="checkbox"/> Deteriorated such that the base of either rail can move laterally more than 3/8 inch relative to the crosstie on curves of 2 degrees or greater; or can move laterally more than 1/2 inch relative to the crosstie on tangent track or curves of less than 2 degrees; <input type="checkbox"/> Deteriorated or abraded at any point under the rail seat to a depth of 1/2 inch or more; <input type="checkbox"/> Deteriorated such that the crosstie's fastening or anchoring system, including rail anchors (see § 213.127(b)), is unable to maintain longitudinal rail restraint, or maintain rail hold down, or maintain gage due to insufficient fastener toeload; or <input type="checkbox"/> Configured with less than two fasteners on the same rail except as provided in § 213.127(c).Concrete crossties broken through or deteriorated to the extent that prestressing material is present. <p>213 109.D1 Concrete crosstie deteriorated/broken pre-stress exposed 213 109.D2 Concrete crosstie deteriorated/broken rail base area 213 109.D3 Concrete crosstie deteriorated 3/8" rail movement >2 degree 213 109.D4 Concrete crosstie deteriorated under rail 1/2" deep 213 109.D5 Concrete crosstie deteriorated Fasteners not maintaining 213 109.D6 Concrete crosstie configured (< 2 fasteners per rail)</p>

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<p>Task 19 § 213.113 - Defective rails</p> <p>Demonstrate proficiency with the requirements of - defective rails.</p> <p>Note: It is recognized that not all of the rail defects listed in the Standards column will be noted during field inspections. For that reason, this task must be performed in parallel with classroom or study in order to assure the trainee has a complete understanding of all rail defects and the proper remedial action required.</p> <p>Note: All 213.7 designated qualified employees must understand that remedial action 213.9(b) is NOT an option for defective rails.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p> <p>Tool Example:</p> <ul style="list-style-type: none"> • Tape Measure • Mirror 	<p>Demonstrate to the satisfaction of the Designated Instructor/Qualified Person that trainee can identify with 100 percent accuracy, defective rail conditions and safely compensate for any of the defective rail conditions by:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Replacing or repairing the rail or <input type="checkbox"/> Initiating the remedial action in the rail table. <p>Explain in sufficient detail and to the satisfaction of the qualified Supervisor or Track Inspector that trainee can identify a defective rail condition and initiate the proper remedial action as prescribed in the rail table.</p> <p>213 113.A No remedial action over defective rail 213 113.B Rail not verified 213 113.D Rail defect originating from bond wire 213 113.D1 Bolt hole crack 213 113.D2 Broken Base 213 113.D3 Compound Fissure 213 113.D4 Crushed Head 213 113D5 Damaged rail 213 113.D6 Defective weld 213 113.D7 Detail fracture 213 113.D8 Engine Bum Fracture 213 113.D9 Flattened rail 213 113.D10 Head Web Separation 213 113.D11 Horizontal Split Head 213 113.D12 Ordinary Break 213 113.D13 Piped rail 213 113.D14 Split web 213 113.D15 Transverse Fissure 213 113.D16 Vertical Split Head</p>

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<u>Performance</u> Tasks	<u>Conditions</u> Tools, Equipment, Documents, Practice	<u>Standards</u> Time, Completeness, or Accuracy
<p>Task 20 § 213.115 - Rail end mismatch:</p> <p>Demonstrate proficiency with the requirements of rail end mismatch.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p> <p>Tool Example:</p> <ul style="list-style-type: none"> • Tape Measure • Straight edge 	<p>Demonstrate to the satisfaction of the Designated Instructor/Qualified Person that trainee can identify with 100 percent accuracy, rail end mismatch, including:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Properly measuring the mismatch <input type="checkbox"/> Referencing the table for measurement and class of track, and <input type="checkbox"/> Safely compensating for defective condition. <p>213 115.A1 Rail end tread mismatch 213 115.A2 Rail end tread mismatch (CWR) 213 115.A3 Rail end gage mismatch 213 115.A4 Rail end gage side mismatch (CWR)</p>
<p>Task § 213.118 – Continuous Welded Rail (CWR); plan approval and review:</p> <p>Note: Submission of a CWR plan is generally a function of the owner, manager or designee and is required if the track is constructed with CWR.</p>	<p>Given a copy of their railroads CWR plan and working with a designated qualified person the trainee will be able to:</p>	<p>Determine to the satisfaction of the Designated Instructor/Qualified Person that the track trainee is inspecting is required to have an approved CWR plan by gaining access to the railroad’s approved plan dated newer the 2009. The five steps for plan review and approval are generally:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Have a CWR plan. <input type="checkbox"/> The plan submitted to FRA for approval. <input type="checkbox"/> If the plan is older it is in effect until the new plan is approved. <input type="checkbox"/> The plan has an effective date. <input type="checkbox"/> FRA may request changes to a plan. <p>213 118.A1 Failure to implement CWR procedures 213 118.A2 Failure to comply with written CWR procedures 213 118.A3 Failure to develop CWR training program 213 118.C Failure to comply with CWR plan 213 118.E1 Failure to file revised CWR plan 213 118.E2 Failure to re-submit conforming plan 30 days</p>

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<p>Task 21 § 213.119 - Continuous Welded Rail (CWR):</p> <p>Demonstrate proficiency with the requirements of 213.119 continuous welded rail (CWR); general.</p> <p>Note: Required if the track is constructed with Continuous Welded Rail (CWR).</p> <p>Note: This section requires “comprehensive” initial and recurrent training. The trainer must train to the railroads CWR plan submitted to FRA for approval.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p>	<p>With 100 percent accuracy, demonstrate to the satisfaction of the Designated Instructor/Qualified Person that the CWR track trainee is installing, adjusting, maintaining or inspecting complies with the content and procedures established in the railroads approved plan. Responsibility may include:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Installation and adjustment requirements. <input type="checkbox"/> Anchoring and rail fastening requirements. <input type="checkbox"/> Joint installation and maintenance procedures. <input type="checkbox"/> Maintaining desired rail installation temperature range. <input type="checkbox"/> Procedures for curved track. <input type="checkbox"/> Procedures for train speed (Maintenance or Temperature changes). <input type="checkbox"/> When to conduct physical track inspections. <input type="checkbox"/> CWR joint inspection. <input type="checkbox"/> Comprehensive training program for written CWR procedures, with provisions for annual re-training. <input type="checkbox"/> Proper record keeping. <input type="checkbox"/> Plan availability (At job site or maintained in one manual). <p>213 119.A Failure to comply CWR installation 213 119.B Failure to comply CWR anchoring 213 119.C Failure to comply CWR joint install 213 119.C1 Failure to comply CWR procedures-joint 213 119.C2 Failure to comply CWR procedures joint weld/bolt/anchor 213 119.C3 Failure to comply CWR procedures failed joint 213 119.D Failure to comply CWR procedures rail temp 213 119.E Failure to comply CWR procedures curved track 213 119.F Failure to comply CWR procedures train speed 213 119.G Failure to comply CWR procedures track inspection 213 119.H Failure to comply CWR procedures joint inspection 213 119.I Failure to comply CWR procedures training 213 119.J Failure to comply CWR procedures record keeping 213 119.K CWR procedure and revisions not available (job site)</p>

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<u>Performance Tasks</u>	<u>Conditions</u> Tools, Equipment, Documents, Practice	<u>Standards</u> Time, Completeness, or Accuracy
<p>Task 22 § 213.121 - Rail joints: Demonstrate proficiency with the requirements of rail joints.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to –</p>	<p>Find at least 95 percent of the defects identified by the Designated Instructor/Qualified Person, including but not limited to:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Rail joints are of structurally sound design and dimension. <input type="checkbox"/> Joint bars not cracked broken or have excessive movement vertical movement in classes 3 through 5. <input type="checkbox"/> Joint bar is cracked or broken between the center two bolt holes. <input type="checkbox"/> Joint is bolted with the appropriate number of bolts for the class of track and type of rail (jointed or CWR) <input type="checkbox"/> Bolts are tight to firmly support the abutting rail ends. <input type="checkbox"/> No rail shall have a torch cut rail in classes 2 through 5. <input type="checkbox"/> No joint bar has been reconfigured by torch cutting in class 3 through 5. <p>213 121.A1 Rail joint not sound design and dimension - jointed 213 121.A2 Rail joint not sound design and dimension - CWR 213 121.B1 Cracked/broken in Class 3-5 jointed track 213 121.B2 Cracked/broken in Class 3-5 CWR 213 121.B3 Cracked/broken IJ Class 3-5 CWR 213 121.B4 Worn bar Class 3-5 jointed track 213 121.B5 Worn bar Class 3-5 CWR track 213 121.C1 Center crack/broken jointed track 213 121.C2 Center crack/broken CWR track 213 121.C3 Center crack/broken IJ CWR track 213 121.D1 Less than 2 bolts jointed Class 2-5 213 121.D2 Less than 1 bolt jointed Class 1 track 213 121.E Less than 2 bolts in CWR 213 121.F1 Loose bars jointed track 213 121.F2 Loose bars CWR 213 121.G1 Torch cut/burned Class 2-5 joint 213 121.G2 Torch cut/burned Class 2-5 CWR 213 121.H1 Joint bar reconfigured (torch) Class 3-5 joint 213 121.H2 Joint bar reconfigured (torch) Class 3-5 CWR</p>

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<u>Performance</u> Tasks	<u>Conditions</u> Tools, Equipment, Documents, Practice	<u>Standards</u> Time, Completeness, or Accuracy
<p>Task 23 § 213.122 – Torch cut rail:</p> <p>Demonstrate proficiency with the requirements of torch cut rail.</p> <p>Note: This task is dependent on the presumption of non-complying conditions. If non-compliance is not evident, then completion of this task may be accomplished by having the trainee explain this standard to the satisfaction of the Designated Instructor/Qualified Person or inspector.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p>	<p>Demonstrate or explain to the satisfaction of the Designated Instructor/Qualified Person that trainee can identify with 100 percent accuracy the following:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Torch cut rail is not allowed in classes 3 through 5 track <input type="checkbox"/> In the case of emergency rail may be torch cut but the speed may not exceed class 2. <p>213 122.Ai Torch rail applied (other than emergency) 213 122.Aii Failure to remove torch cut (Specified time) 213 122.B1 Failure to remove non-inventoried torch cut rail 213 122.B2 Train speed exceed allowable over non-inventory</p>
<p>Task 24 § 213.123 – Tie plates:</p> <p>Demonstrate proficiency with the requirements for tie plates.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p>	<p>Demonstrated to the satisfaction of the Designated Instructor/Qualified Person trainee can identify with 95 percent accuracy, the following:</p> <ul style="list-style-type: none"> <input type="checkbox"/> If there are an insufficient number of tie plates in Class 3 through 5 track. <input type="checkbox"/> If here are objects between base of rail and the bearing surface of the tie plate causing concentrated load in Class 3 through 5 track. <p>213 123A Insufficient tie plates Class 3-5 213 123.B Concentrated load</p>

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<u>Performance Tasks</u>	<u>Conditions</u> Tools, Equipment, Documents, Practice	<u>Standards</u> Time, Completeness, or Accuracy
<p>Task 25 § 213.127 – Rail fasteners: Demonstrate proficiency with the requirements of rail fastenings.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p>	<p>Demonstrate to the satisfaction of the Designated Instructor/Qualified Person trainee can identify with 95 percent accuracy, the following:</p> <ul style="list-style-type: none"> <input type="checkbox"/> If the fasteners effectively maintain gage within the limits prescribed in § 213.53(b). <input type="checkbox"/> If rail anchors are applied to concrete crossties, the combination of the crossties, fasteners, and rail anchors provide effective longitudinal restraint. <input type="checkbox"/> If fastener placement impedes insulated joints from performing as intended, the fastener may be modified or removed, provided that the crosstie supports the rail. <p>213 127.A Failure of fasteners to maintain gage 213 127.A2 Insufficient fasteners in track segment 213 127.A3 Insufficient fasteners at rail joint 213 127.B Failure of anchors to restrain rail movement 213 127C Failure of fasteners at IJ</p>

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<p>Task 26 § 213.133 - Turnouts and track crossings, generally:</p> <p>Demonstrate proficiency with the requirements of turnouts and track crossings generally.</p> <p>Note: At least one of these inspections should include track crossings if they are available during the training period.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p>	<p>Demonstrate to the satisfaction of the Designated Instructor/Qualified Person trainee can identify with 95 percent accuracy, the following:</p> <ul style="list-style-type: none"> <input type="checkbox"/> In turnouts and track crossings, if the fastenings are intact and maintained so as to keep the components securely in place. <input type="checkbox"/> That each switch, frog, and guard rail is free of obstructions that may interfere with the passage of wheels. <input type="checkbox"/> If track is equipped with rail anchoring through and on each side of track crossings and turnouts, to restrain rail movement affecting the position of switch points and frogs. (Classes 3 through 5) <input type="checkbox"/> If each flangeway at turnouts and track crossings is at least 1-½ inches wide. <p>213 133.A1 Loose, Worn, Missing switch clips 213 133.A2 Loose, Worn, Missing clip bolts 213 133.A3 Loose, Worn, Defective connecting rod 213 133.A4 Loose, Worn, Defective connecting rod fastenings 213 133.A5 Loose, Worn, Defective switch rod 213 133.A6 Loose, Worn, Missing switch rod bolts 213 133.A7 Loose, Missing cotter pins 213 133.A8 Loose, Missing Rigid rail braces 213 133.A9 Loose, Missing Adjustable rail braces 213 133.A10 Missing Switch, Frog, Guard rail plates 213 133.A11 Loose, Missing switch point stops 213 133.A12 Loose, Worn, Missing Frog bolts 213 133.A13 Loose, Worn, Missing guard rail bolts 213 133.A14 Loose, Worn, Missing guard rail clamps, wedges, blocks 213 133.A15 Turnout crossing fastenings not intact 213 133.A16 Obstruction between switch point and stock 213 133.A17 Obstruction in flangeway of frog 213 133.A18 Obstruction in flangeway of guard rail 213 133.B Insufficient anchor restrain rail movement 213 133.C Flangeway less than 1-1/2" wide</p>

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<u>Performance Tasks</u>	<u>Conditions</u> Tools, Equipment, Documents, Practice	<u>Standards</u> Time, Completeness, or Accuracy
<p>Task 27 § 213.135 - Switches:</p> <p>Demonstrate proficiency with the requirements of switches.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p>	<p>Demonstrate to the satisfaction of the Designated Instructor/Qualified Person trainee can identify with 95 percent accuracy, the following:</p> <ul style="list-style-type: none"> <input type="checkbox"/> That each stock rail is securely seated in switch plates, but care shall be used to avoid canting the rail by overtightening the rail braces. <input type="checkbox"/> That each switch point shall fit its stock rail properly in either closed position. <input type="checkbox"/> That lateral and vertical movement of a stock rail does not affect the fit of the switch point to the stock rail. <input type="checkbox"/> That broken or cracked switch point rails are subject to the requirements of § 213.113 (rails). <input type="checkbox"/> That each switch is maintained so that the outer edge of the wheel tread cannot contact the gage side of the stock rail. <input type="checkbox"/> That the heel of each switch rail is secure and the bolts in each heel are kept tight. <input type="checkbox"/> That each switch stand and connecting rod is securely fastened and operable without excessive lost motion. <input type="checkbox"/> That each throw lever shall be maintained so that it cannot be operated with the lock or keeper in place. <input type="checkbox"/> That each switch position indicator is clearly visible at all times. <input type="checkbox"/> That unusually chipped or worn switch points shall be repaired or replaced. <p>213 135.A1 Stock not securely seated 213 135.A2 Stock rail canted by overtightening 213 135.B1 Improper fit between switch point/Stock 213 135.B2 Excessive lateral or vertical move of switch point 213 135.B3 Lateral or vertical movement of stock adversely affects point fit 213 135.C Outer edge wheel contacting gage side of stock 213 135.D Heel of Switch insecure 213 135.E1 Insecure switch stand (lost motion) 213 135.E2 Connecting rod insecure (lost motion) 213 135.F Throw lever operable with switch lock in place 213 135.G Switch position indicator not clearly visible 213 135.H1 Chipped or worn switch point 213 135.H2 Improper switch closure due to overflow</p>

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<u>Performance Tasks</u>	<u>Conditions</u> Tools, Equipment, Documents, Practice	<u>Standards</u> Time, Completeness, or Accuracy
<p>Task 28 § 213.137 - Frogs:</p> <p>Demonstrate proficiency with the requirements of frogs.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p>	<p>Demonstrate to the satisfaction of the Designated Instructor/Qualified Person trainee can identify with 95 percent accuracy, the following:</p> <ul style="list-style-type: none"> <input type="checkbox"/> What the minimum flangeway depth is allowed for frogs in Class 1 track or Classes 2 through 5. <input type="checkbox"/> If a frog point is chipped, broken, or worn more than allowable (five-eighths inch down and 6 inches back). <input type="checkbox"/> If the tread portion of a frog casting is worn down more allowable (three-eighths inch below the original contour). <input type="checkbox"/> If the frog is flange bearing. <p>213 137.A Insufficient Flange depth 213 137.B Frog point chipped, broken, worn in excess 213 137.C Frog tread portion worn in excess 213 137.D Use of flange bearing frog were speeds exceed 10mph 213 137.E Severe frog condition (not otherwise provided)</p>

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<p>Task 29 § 213.139 – Spring rail frogs:</p> <p>Demonstrate proficiency with the requirements of spring rail frogs.</p> <p>Note: This task is dependent on the presumption spring rail frogs being in use, if not, then completion of this task may be accomplished by having the trainee explain this standard to the satisfaction of the Designated Instructor/Qualified Person of inspector.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p>	<p>Demonstrate to the satisfaction of the Designated Instructor/Qualified Person trainee can identify the following spring rail frog conditions:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The outer edge of a wheel tread does not contact the gage side of a spring wing rail. <input type="checkbox"/> The toe of each wing rail is solidly tamped and fully and tightly bolted. <input type="checkbox"/> Each frog with a bolt hole defect or head-web separation shall be replaced. <input type="checkbox"/> Each spring shall have compression sufficient to hold the wing rail against the point rail. <p>The clearance between the hold-down housing and the horn shall not be more than one-fourth of an inch.</p> <p>213 139.A Outer edge wheel contacting side of spring wing rail 213 139.B Toe of wing rail not fully bolted and tight 213 139.B1 Ties under wing rail not tamped 213 139.C1 Bolt hole defect in spring frog 213 139.C2 Head Web Separation in spring frog 213 139.D Insufficient compression in spring to hold wing rail 213 139.E Excessive clearance between hold down housing and horn</p>

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<u>Performance</u> Tasks	<u>Conditions</u> Tools, Equipment, Documents, Practice	<u>Standards</u> Time, Completeness, or Accuracy
<p>Task 30 § 213.141 – Self guarded frogs:</p> <p>Demonstrate proficiency with the requirements of self-guarded frog.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p> <p>Tool Example:</p> <ul style="list-style-type: none"> • Straight edge • Tape measure 	<p>Demonstrate to the satisfaction of the Designated Instructor/Qualified Person trainee can identify with 95 percent accuracy, the following self-guarded frog conditions:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Measure the wear on the raised guard <input type="checkbox"/> Wear on a self-guarded frog is not more than three-eighths of an inch. <input type="checkbox"/> If repairs are made to a self-guarded frog without removing it from service, the guarding face shall be restored before rebuilding the point. <p>213 141.A Raised guard excessively worn 213 141.B Frog point rebuilt before restoring guard face</p>
<p>Task 31 §213.143 - Frog guard rails and guard faces; gage:</p> <p>Demonstrate proficiency with the requirements of frog guard rails and guard faces; gage.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p> <p>Tool Example:</p> <ul style="list-style-type: none"> • Tape measure 	<p>Demonstrate to the satisfaction of the Designated Instructor/Qualified Person trainee can measure with 100 percent accuracy, the guard face and guard check gauge, including:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Measuring properly <input type="checkbox"/> Determine the minimum measurement allowed for the class of track being inspected. <p>213 143.A1 Guard check less than allowable 213 143.A2 Guard face exceeds allowable 213 143.A3 Cracked or broken guard rail</p>

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<p align="center"><u>Performance</u> Tasks</p>	<p align="center"><u>Conditions</u> Tools, Equipment, Documents, Practice</p>	<p align="center"><u>Standards</u> Time, Completeness, or Accuracy</p>
<p>Task 32 § 213.205 - Derails:</p> <p>Demonstrate proficiency with the requirements of derails.</p> <p>The qualified inspectors should make every effort to ensure that as many variations of these derails are inspected as possible, given the characteristics of the railroad where the training occurs.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p> <p>Note: This task is intended to determine proficiency with the following derail types:</p> <ul style="list-style-type: none"> - Switch point - Spring switch point - Sliding - Hinged - Portable 	<p>Demonstrate to the satisfaction of the Designated Instructor/Qualified Person trainee can identify with 100 percent accuracy, the following requirements for track appliances (derails):</p> <ul style="list-style-type: none"> <input type="checkbox"/> The type of derail in use <input type="checkbox"/> Each derail is clearly visible. <input type="checkbox"/> When in a locked position, the derail is free of lost motion. <input type="checkbox"/> Each derail functions as intended. <input type="checkbox"/> Each derail is properly installed. <p>213 205.A Derail not clearly visible 213 205.B Derail operable when locked 213 205.C1 Loose, worn or defective parts of derail 213 205.C2 Insecure derail or stand 213 205.D1 Improper size derail 213 205.D2 Improperly installed derail</p>

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<u>Performance</u> Tasks	<u>Conditions</u> Tools, Equipment, Documents, Practice	<u>Standards</u> Time, Completeness, or Accuracy
<p>Task 33 § 213.233 – Track Inspections:</p> <p>Demonstrate an understanding of the requirements of - track inspections.</p> <p>Owners, Managers or their designees would normally monitor this section for compliance. The track must be inspected by a 213.7 designated qualified person.</p>	<p>Given an opportunity to attend classroom training by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p>	<p>Demonstrate to the satisfaction of the Designated Instructor/Qualified Person trainee can identify with 100 percent accuracy, the requirements established in this part, including:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Identifying the frequency of inspection required for the track being inspected. <input type="checkbox"/> Determining how the track will be traversed (On foot or by Hi-rail). <input type="checkbox"/> Identify how often the track is to be traversed. <input type="checkbox"/> The ability to identify deviations from the standards. <input type="checkbox"/> The ability to imitating the proper remedial action. <input type="checkbox"/> The ability to document required information. <p>213 233.A Track Inspected by unqualified individual 213 233.B Track Inspected at excessive speed 213 233.B1 One inspector more than two tracks 213 233.B2 Two inspector more than four tracks 213 233.B3i Main track not traversed within required frequency 213 233.B3ii Siding track not traversed within required frequency 213 233.C Failure to inspect required frequency 213 233.D Failure initiate remedial act</p>
<p>Task 34 § 213.235 - Inspection of switches, track crossings, and lift rail assemblies or other transition devices on moveable bridges:</p> <p>Demonstrate an understanding and use of these track components.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will on XX occasions, be able to:</p> <p>Tool Example:</p> <ul style="list-style-type: none"> • Tape measure • Straight edge 	<p>Demonstrate to the satisfaction of the Designated Instructor/Qualified Person trainee can identify with 100 percent accuracy, the requirements for the inspection of these components including:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Identify the frequency of inspection <input type="checkbox"/> Identify the class of track to determine if the appliance must be operated during the inspection. <p>213 235.A1 Failure to inspect turnout at required frequency 213 235.A2 Failure to inspect track Xing at required frequency 213 235.A3 Failure to inspect lift rail at required frequency 213 235.B Failure to operate switches Class 3 to 5 213 235.C Switch, turnout, track xing not inspected before use (on foot) 213 235.C1 Track used less than once a month not inspected (on foot)</p>

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<u>Performance</u> Tasks	<u>Conditions</u> Tools, Equipment, Documents, Practice	<u>Standards</u> Time, Completeness, or Accuracy
<p>Task 35 §213.237 – Inspection of rail:</p> <p>Demonstrate an understanding of the requirements of inspection of rail. (Ultrasonic testing)</p> <p>Note: Owners, Managers or their designees would normally monitor this section for compliance.</p> <p>Note: Required if train operations exceed 25mph.</p>	<p>Given an opportunity to attend classroom training by a Designated Instructor/Qualified Person; the trainee will be able to:</p>	<p>Explain with 100 percent accuracy, and to the satisfaction of the Designated Instructor/Qualified Person, trainee understands the requirement for internal rail inspection by:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Identifying the class of track being inspected. <input type="checkbox"/> Determine if internal rail inspection is required. <p>213 237.A Failure to maintain service failure records 213 237.B Failure to designate rail inspection segment 213 237.B1 Failure to submit request to change rail inspection segment 213 237.B2 Failure to maintain existing rail inspection segment 213 237.C Failure to inspect rail at required frequency 213 237.C1 Failure to verify test of replacement rail 213 237.C2 Failure to verify test of replacement rail 213 237.C3 Failure to take proper remedial action 213 237.D Failure to inform FRA within timeframe 213 237.D1 Failure to take proper remedial action 213 237.E Defective rail not properly marked 213 237.F Failure of equipment to inspect rail joints 213 237.G Improper action taken after expiration limits 213 237.H Failure to take proper remedial action 213 237.I Operator not qualified</p>
<p>§213.238 - Qualified operator (Ultrasonic Testing)</p> <p>Note: Owners, Managers or their designees would normally monitor this section for compliance</p>	<p>Note: This section addresses the requirements to designate ultrasonic test car operators as qualified and is only required if the railroad performs ultrasonic testing.</p>	<p>The current regulation is not addressed in this model.</p>

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<p>Task 36 § 213.239 – Special inspections:</p> <p>Demonstrate proficiency with the requirements of special inspections.</p> <p>Note: This task is dependent on the presumption that a special inspection is necessary, if not, then completion of this task may be accomplished by having the trainee explain this standard to the satisfaction of the Designated Instructor/Qualified Person.</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will be able to:</p>	<p>Demonstrate or explain to the satisfaction of the Designated Instructor/Qualified Person, trainee knows the requirements of special inspection including:</p> <ul style="list-style-type: none"> <input type="checkbox"/> When a special inspection is required. <input type="checkbox"/> What types of conditions are of concern <p>213 239.A Failure to conduct special inspections</p>

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<p>Task 37-1 § 213.241(a) (b) – Inspection records:</p> <p>Demonstrate proficiency with the requirements of - inspection records.</p> <p>Note: (Track records)</p>	<p>Given an opportunity to attend classroom training, complete desktop and field exercises as determined by a Designated Instructor/Qualified Person; the trainee will be able to:</p>	<p>Discuss, to the satisfaction of the Designated Instructor/Qualified Person the requirements for track inspection records, including:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Which inspections require an inspection record. <input type="checkbox"/> What information is required on a track inspection record: <ul style="list-style-type: none"> <input type="checkbox"/> Prepared on the day of inspection. <input type="checkbox"/> Signed by the person making the inspection. <input type="checkbox"/> Specify the track inspected. <input type="checkbox"/> Date of the inspection. <input type="checkbox"/> Location and nature of any deviations. <input type="checkbox"/> The remedial action taken. <input type="checkbox"/> Where the records are to be kept. <input type="checkbox"/> How long the records must be kept. <p>213 241.A Failure to keep records as required 213 241.B1 Failure to complete report the day of the inspection 213 241.B2 Failure to sign report 213 241.B3 Failure to indicate nature of deviations 213 241.B4 Failure to provide required information 213 241.B5 Failure to record required periodic or follow up CWR joint</p>

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<p>Task 37-2* § 213.241(c) (d) – Inspection records:</p> <p>Demonstrate proficiency with the requirements of - inspection records.</p> <p>(Rail records – Ultrasonic)</p> <p>*Note: This section addresses records of Ultrasonic testing required in § 213.237. Rail defects identified by visual inspection would be documented on a track inspection record.</p>	<p>Given an opportunity to attend classroom training, as determined by a Designated Instructor/Qualified Person; the trainee will be able to:</p>	<p>Explain to the satisfaction of the Designated Instructor/Qualified Person the requirements for rail inspection records, including –</p> <ul style="list-style-type: none"> <input type="checkbox"/> What information is required on a rail inspection record: <ul style="list-style-type: none"> ○ Date of the inspection. ○ Track inspected (beginning and end). ○ Location and type of defect found. ○ Size of the defect if not removed before the next train. ○ Initial remedial action and date thereof. ○ Any track not tested (invalid search). ○ Where the records are to be kept. ○ How long the records must be kept. ○ Records for compliance with 213.237 if, required. <p>213 241.C Fail of rail inspect record to provide required information 213 241.D Failure to retain records as required</p>
<p>Task 37-3* § 213.241(f) – Inspection records:</p> <p>Demonstrate knowledge and understanding with the requirements of inspection records.</p> <p>*Note: Availability.</p>	<p>Given an opportunity to attend classroom training, as determined by a Designated Instructor/Qualified Person; the trainee will be able to:</p>	<p>Explain to the satisfaction of the Designated Instructor/Qualified Person trainee knows the requirements for the availability of inspection records.</p> <p>213 241.F Failure to make records available for copying</p>

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<p>§ 213.241(e) – Inspection records:</p> <p>Records for compliance with Ultrasonic inspection frequencies.</p> <p>§ 213.241(g): Records for compliance with electronic record keeping.</p>		<p>These current regulations are not addressed in this model.</p>