

CHAPTER 1

INTENT AND APPLICATION

1-1. Introduction.

a. The Army's and the Air Force's railroad system is a critical asset for both peacetime and mobilization missions.

b. The standards contained herein are promulgated to protect investments in track maintenance and rehabilitation and to ensure that Army and Air Force track is maintained at the level needed to support mission requirements.

c. Simply meeting the minimum standard required herein is not necessarily the best, most cost effective, long-term maintenance policy. The frequent occurrence of substandard or restricted conditions indicates the need for a comprehensive track evaluation to determine if major repair or rehabilitation is warranted.

1-2. References. Appendix A contains a list of references used in this document.

1-3. Intent.

a. These standards define the *minimum* required condition levels for Army and Air Force railroad track. For Army railroads, these standards shall be used for the inspection and routine maintenance of Army railroad track by in-house or contract personnel as prescribed in AR 420-72. For Air Force railroads, these standards shall be used for the inspection and routine maintenance of Air Force railroad track by in-house or contract personnel.

b. These standards are not intended for, and shall not be used as specifications for new construction or major track rehabilitation. The guidance given in TM 5-850-2/AFM 88-7, Chap. 2 and the American Railway Engineering Association (AREA) "Manual for Railway Engineering" and/or host nation industry/government standards will continue to apply to new construction and to the complete reconstruction of segments of existing facilities.

c. Should the commercial carrier serving the installation require a more restrictive standard or criteria not included in these standards, the installation track shall be maintained to meet the carrier's requirements.

d. The judgement of the certified track inspector

and the criteria presented herein must supplement each other in the application of these standards. *

1-4. Track categories.

All Army and Air Force track shall be maintained in accordance with one of the following categories:

<i>Track Category</i>	<i>Types of Track</i>
A	Active main lines Any track where the operating speed exceeds 10 miles per hour (mph) Track (both active and inactive) required for mobilization and where the operating speed will exceed 10 miles per hour (mph)
B	Active passing tracks, loading tracks, classification yard tracks, and storage tracks All other tracks (both active and inactive) required for mobilization that are not previously identified as Category A track Tracks having an occasional use or a foreseeable need
C	Inactive track with no current mission requirements

1-5. Application.

a. Requirements versus recommendations. In this manual the words "shall" and "is required" indicate requirements of the standards which must be met as prescribed by Army AR 420-72 and this AFR. Recommendations are indicated by the words "may", "should", and "it is recommended that . . .". These recommendations represent good maintenance practice.

b. *Condition levels.* These standards establish four levels of track condition. These condition levels indicate relative seriousness of defects, allow comparison of different types of defects, and provide a means for prioritizing repair work. The four track condition levels are as follows:

(1) Full compliance—Track that meets all the requirements of the standards. Track at this level has, at most, only minor defects and should be fully capable of handling all train operations within the operating rules of the installation. Routine

* For Air Force users: throughout this regulation, substitute "qualified track inspector" where the text reads "certified track inspector." The Air Force has not established a training and certification program at this time. See paragraph 2-1 for details.

maintenance is required to maintain this condition level, and repair work will generally be only minor.

(2) 10 mph—Track has defects serious enough to make it unsuitable for operations greater than 10 mph, essentially “normal yard speed”. Track at this condition level would be considered “marginal”.

(3) 5 mph—Track has defects serious enough to make it unsuitable for operations greater than 5 mph. Essentially, a train may be allowed to “crawl” over the track. This level is intended as a warning zone to indicate that the track is approaching a condition that will require removal from service.

(4) No operation—Track has defects serious enough to require removal from service. At this level, the operation of trains over the track is generally considered hazardous. Operations shall not be allowed except as noted in paragraph 1-5d(5).

c. Minimum required condition levels. The minimum required condition levels for Army and Air Force track are:

<i>Track Category</i>	<i>Minimum Required Condition Level</i>
A	Full compliance
B	10mph
C	Maintenance as per chapter 16 of these standards

For Army track these minimum required condition levels are established by AR 420—72.

d. *Operating restrictions.*

(1) These standards establish minimum required condition levels for Army and Air Force track and also identify track conditions requiring restriction or suspension of train operations. It is intended that a track inspector apply the required restriction or suspension immediately upon discovery of the substandard condition, and that the track be repaired to meet the appropriate condition level as soon as practical.

(2) Notification of track restriction. For Army track, the certified track inspector shall notify both the train operating personnel and the Director of Engineering and Housing (DEH) immediately upon the discovery of any condition which would warrant a restriction beyond normal operating practices or a suspension in operations. The DEH shall notify the Installation Transportation Officer (ITO) verbally and in writing of any condition requiring train operations to be restricted beyond normal operating practices or suspended. For Air Force track, the track inspector shall notify both the train operating personnel and the Base Civil Engineer (BCE) immediately upon the discovery of

any condition which would warrant a restriction beyond normal operating practices or a suspension in operations. The BCE shall notify the Base Traffic Management Officer (TMO) verbally and in writing of any condition requiring train operations to be restricted beyond normal operating practices or suspended.

(3) *Operations over restricted track.* For locations ‘where operating restrictions have been imposed, the speed of the train or other on-track vehicle shall be reduced to the required level before the first wheel reaches the defective area and not increased until the last wheel has passed the defective area.

(4) *Removal of track restriction.* A track restriction may be removed after all defects resulting in the restriction have been repaired. For Army track, the certified track inspector shall notify the DEH upon completion of the repairs. The DEH shall notify the ITO in writing that the restrictions have been lifted. The restriction shall not be considered removed until the ITO receives written notification of removal from the DEH. For Air Force track, the track inspector shall notify the BCE upon completion of the repairs. The BCE shall notify the TMO in writing that the restrictions have been lifted. The restriction shall not be considered removed until the TMO receives written notification of removal from the BCE.

(5) *Track removed from service.* Any portion of track where conditions fall below the minimum operable track condition (track condition is at the No Operation level) shall be closed to operations until repairs are completed. However, such track may be used under written permit from the DEH (BCE) and in the presence of a certified track inspector. During operations over the closed portion of track the certified track inspector shall have visual contact with the train operator at all times and be prepared to signal the train crew to stop.

(6) Any deficiency in Category A track requiring the track to be removed from service should be corrected within 30 days of discovery.

e. Judgment of the certified track inspector shall govern. A certified track inspector shall have the authority to impose operating restrictions beyond the minimum required in these standards when conditions warrant.

f. Defective conditions not addressed in these standards. Defective conditions or combinations of conditions may be found which are not directly addressed in these standards. In such cases, a certified track inspector shall exercise judgment in applying an appropriate operating restriction.