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record which it amends. Each amendment to a record shall be uniquely identified as to the person making the amendment;

(5) The electronic system shall provide for the maintenance of inspection records as originally submitted without corruption or loss of data; and

(6) Paper copies of electronic records and amendments to those records, that may be necessary to document compliance with this part, shall be made available for inspection and copying by the FRA and track inspectors responsible under § 213.305. Such paper copies shall be made available to the track inspectors and at the locations specified in paragraph (b) of this section.

(7) Track inspection records shall be kept available to persons who performed the inspection and to persons performing subsequent inspections.

(f) Each vehicle/track interaction safety record required under § 213.333 (g), and (m) shall be made available for inspection and copying by the FRA at the locations specified in paragraph (b) of this section.

APPENDIX A TO PART 213—MAXIMUM ALLOWABLE CURVING SPEEDS

This appendix contains four tables identifying maximum allowing curving speeds based on 3, 4, 5, and 6 inches of unbalance (cant deficiency), respectively.

TABLE 1—THREE INCHES UNBALANCE

	Elevation of outer rail (inches)												
	0	½	1	1½	2	2½	3	3½	4	4½	5	5½	6
Degree of curvature	Maximum allowable operating speed (m.p.h.)												
0°30′	93	100	107	113	120	125	131	136	141	146	151	156	160
0°40′	80	87	93	98	104	109	113	118	122	127	131	135	139
0°50′	72	77	83	88	93	97	101	106	110	113	117	121	124
1°00′	65	71	76	80	85	89	93	96	100	104	107	110	113
1°15′	59	63	68	72	76	79	83	86	89	93	96	99	101
1°30′	53	58	62	65	69	72	76	79	82	85	87	90	93
1°45′	49	53	57	61	64	67	70	73	76	78	81	83	86
2°00′	46	50	53	57	60	63	65	68	71	73	76	78	80
2°15′	44	47	50	53	56	59	62	64	67	69	71	73	76
2°30′	41	45	48	51	53	56	59	61	63	65	68	70	72
2°45′	39	43	46	48	51	53	56	58	60	62	64	66	68
3°00′	38	41	44	46	49	51	53	56	58	60	62	64	65
3°15′	36	39	42	44	47	49	51	53	55	57	59	61	63
3°30′	35	38	40	43	45	47	49	52	53	55	57	59	61
3°45′	34	37	39	41	44	46	48	50	52	53	55	57	59
4°00′	33	35	38	40	42	44	46	48	50	52	53	55	57
4°30′	31	33	36	38	40	42	44	45	47	49	50	52	53
5°00′	29	32	34	36	38	40	41	43	45	46	48	49	51
5°30′	28	30	32	34	36	38	39	41	43	44	46	47	48
6°00′	27	29	31	33	35	36	38	39	41	42	44	45	46
6°30′	26	28	30	31	33	35	36	38	39	41	42	43	44
7°00′	25	27	29	30	32	34	35	36	38	39	40	42	43
8°00′	23	25	27	28	30	31	33	34	35	37	38	39	40
9°00′	22	24	25	27	28	30	31	32	33	35	36	37	38
10°00′	21	22	24	25	27	28	29	30	32	33	34	35	36
11°00′	20	21	23	24	25	27	28	29	30	31	32	33	34
12°00′	19	20	22	23	24	26	27	28	29	30	31	32	33

TABLE 2—FOUR INCHES UNBALANCE

	Elevation of outer rail (inches)												
	0	½	1	1½	2	2½	3	3½	4	4½	5	5½	6
Degree of curvature	Maximum allowable operating speed (m.p.h.)												
0°30′	107	113	120	125	131	136	141	146	151	156	160	165	169
0°40′	93	98	104	109	113	118	122	127	131	135	139	143	146
0°50′	83	88	93	97	101	106	110	113	117	121	124	128	131
1°00′	76	80	85	89	93	96	100	104	107	110	113	116	120
1°15′	68	72	76	79	83	86	89	93	96	99	101	104	107
1°30′	62	65	69	72	76	79	82	85	87	90	93	95	98

TABLE 2—FOUR INCHES UNBALANCE—Continued

Degree of curvature	Elevation of outer rail (inches)												
	0	½	1	1½	2	2½	3	3½	4	4½	5	5½	6
	Maximum allowable operating speed (m.p.h.)												
1°45′	57	61	64	67	70	73	76	78	81	83	86	88	90
2°00′	53	57	60	63	65	68	71	73	76	78	80	82	85
2°15′	50	53	56	59	62	64	67	69	71	73	76	78	80
2°30′	48	51	53	56	59	61	63	65	68	70	72	74	76
2°45′	46	48	51	53	56	58	60	62	64	66	68	70	72
3°00′	44	46	49	51	53	56	58	60	62	64	65	67	69
3°15′	42	44	47	49	51	53	55	57	59	61	63	65	66
3°30′	40	43	45	47	49	52	53	55	57	59	61	62	64
3°45′	39	41	44	46	48	50	52	53	55	57	59	60	62
4°00′	38	40	42	44	46	48	50	52	53	55	57	58	60
4°30′	36	38	40	42	44	45	47	49	50	52	53	55	56
5°00′	34	36	38	40	41	43	45	46	48	49	51	52	53
5°30′	32	34	36	38	39	41	43	44	46	47	48	50	51
6°00′	31	33	35	36	38	39	41	42	44	45	46	48	49
6°30′	30	31	33	35	36	38	39	41	42	43	44	46	47
7°00′	29	30	32	34	35	36	38	39	40	42	43	44	45
8°00′	27	28	30	31	33	34	35	37	38	39	40	41	42
9°00′	25	27	28	30	31	32	33	35	36	37	38	39	40
10°00′	24	25	27	28	29	30	32	33	34	35	36	37	38
11°00′	23	24	25	27	28	29	30	31	32	33	34	35	36
12°00′	22	23	24	26	27	28	29	30	31	32	33	34	35

TABLE 3—FIVE INCHES UNBALANCE

Degree of curvature	Elevation of outer rail (inches)												
	0	½	1	1½	2	2½	3	3½	4	4½	5	5½	6
	Maximum allowable operating speed (m.p.h.)												
0°30′	120	125	131	136	141	146	151	156	160	165	169	173	177
0°40′	104	109	113	118	122	127	131	135	139	143	146	150	150
0°50′	93	97	101	106	110	113	117	121	124	128	131	134	137
1°00′	85	89	93	96	100	104	107	110	113	116	120	122	125
1°15′	76	79	83	86	89	93	96	99	101	104	107	110	112
1°30′	69	72	76	79	82	85	87	90	93	95	98	100	102
1°45′	64	67	70	73	76	78	81	83	86	88	90	93	95
2°00′	60	63	65	68	71	73	76	78	80	82	85	87	89
2°15′	56	59	62	64	67	69	71	73	76	78	80	82	84
2°30′	53	56	59	61	63	65	68	70	72	74	76	77	79
2°45′	51	53	56	58	60	62	64	66	68	70	72	74	76
3°00′	49	51	53	56	58	60	62	64	65	67	69	71	72

3°15′	47	49	51	53	55	57	59	61	63	65	66	68	70
3°30′	45	47	49	52	53	55	57	59	61	62	64	65	67
3°45′	44	46	48	50	52	53	55	57	59	60	62	63	65
4°00′	42	44	46	48	50	52	53	55	57	58	60	61	63
4°30′	40	42	44	45	47	49	50	52	53	55	56	58	59
5°00′	38	40	41	43	45	46	48	49	51	52	53	55	56
5°30′	36	38	39	41	43	44	46	47	48	50	51	52	53
6°00′	35	36	38	39	41	42	44	45	46	48	49	50	51
6°30′	33	35	36	38	39	41	42	43	44	46	47	48	49
7°00′	32	34	35	36	38	39	40	42	43	44	45	46	47
8°00′	30	31	33	34	35	37	38	39	40	41	42	43	44
9°00′	28	30	31	32	33	35	36	37	38	39	40	41	42
10°00′	27	28	29	30	32	33	34	35	36	37	38	39	40
11°00′	25	27	28	29	30	31	32	33	34	35	36	37	38
12°00′	24	26	27	28	29	30	31	32	33	34	35	35	36

TABLE 4—SIX INCHES UNBALANCE

	Elevation of outer rail (inches)												
	0	½	1	1½	2	2½	3	3½	4	4½	5	5½	6
Degree of curvature	Maximum allowable operating speed (m.p.h.)												
0°30′	131	136	141	146	151	156	160	165	169	173	177	181	185
0°40′	113	118	122	127	131	135	139	143	146	150	154	157	160
0°50′	101	106	110	113	117	121	124	128	131	134	137	140	143
1°00′	93	96	100	104	107	110	113	116	120	122	125	128	131
1°15′	83	86	89	93	96	99	101	104	107	110	112	115	117
1°30′	76	79	82	85	87	90	93	95	98	100	102	105	107
1°45′	70	73	76	78	81	83	86	88	90	93	95	97	99
2°00′	65	68	71	73	76	78	80	82	85	87	89	91	93
2°15′	62	64	67	69	71	73	76	78	80	82	84	85	87
2°30′	59	61	63	65	68	70	72	74	76	77	79	81	83
2°45′	56	58	60	62	64	66	68	70	72	74	76	77	79
3°00′	53	56	58	60	62	64	65	67	69	71	72	74	76
3°15′	51	53	55	57	59	61	63	65	66	68	70	71	73
3°30′	49	52	53	55	57	59	61	62	64	65	67	69	70
3°45′	48	50	52	53	55	57	59	60	62	63	65	66	68
4°00′	46	48	50	52	53	55	57	58	60	61	63	64	65
4°30′	44	45	47	49	50	52	53	55	56	58	59	60	62
5°00′	41	43	45	46	48	49	51	52	53	55	56	57	59
5°30′	39	41	43	44	46	47	48	50	51	52	53	55	56
6°00′	38	39	41	42	44	45	46	48	49	50	51	52	53
6°30′	36	38	39	41	42	43	44	46	47	48	49	50	51
7°00′	35	36	38	39	40	42	43	44	45	46	47	48	49
8°00′	33	34	35	37	38	39	40	41	42	43	44	45	46
9°00′	31	32	33	35	36	37	38	39	40	41	42	43	44
10°00′	29	30	32	33	34	35	36	37	38	39	40	41	41
11°00′	28	29	30	31	32	33	34	35	36	37	38	39	39

TABLE 4—SIX INCHES UNBALANCE—Continued

	Elevation of outer rail (inches)												
	0	½	1	1½	2	2½	3	3½	4	4½	5	5½	6
Degree of curvature	Maximum allowable operating speed (m.p.h.)												
12°00′	27	28	29	30	31	32	33	34	35	35	36	37	38

[78 FR 16113, Mar. 13, 2013]

APPENDIX B TO PART 213—SCHEDULE OF CIVIL PENALTIES

Section	Violation	Willful Violation [1]
Subpart A—General:		
213.4(a) Excepted track [2]	$2,500	$5,000
213.4(b) Excepted track [2]	2,500	5,000
213.4(c) Excepted track [2]	2,500	5,000
213.4(d) Excepted track [2]	2,500	5,000
213.4(e):		
(1) Excepted track	5,000	7,500
(2) Excepted track	7,000	10,000
(3) Excepted track	7,000	10,000
(4) Excepted track	5,000	7,500
213.4(f) Excepted track	2,000	4,000
213.7 Designation of qualified persons to supervise certain renewals and inspect track	1,000	2,000
213.9 Classes of track: Operating speed limits	2,500	2,500
213.11 Restoration or renewal of track under traffic conditions	2,500	2,500
213.13 Measuring track not under load	1,000	2,000
Subpart B—Roadbed:		
213.33 Drainage	2,500	5,000
213.37 Vegetation	1,000	2,000
Subpart C—Track Geometry:		
213.53 Gage	5,000	7,500
213.55 Track alinement	5,000	7,500
213.57 Curves; elevation and speed limitations	2,500	5,000
213.59 Elevation of curved track; runoff	2,500	2,500
213.63 Track surface	5,000	7,500
213.65 Combined track alinement and surface deviations	5,000	7,500
Subpart D—Track structure:		
213.103 Ballast; general	2,500	5,000
213.109 Crossties		
(a) Material used	1,000	2,000
(b) Distribution of ties	2,500	5,000
(c) and (d) Sufficient number of non-defective ties	1,000	2,000
(e) Joint ties	2,500	5,000
(f) Track constructed without crossties	2,500	5,000
213.110 Gage restraint measurement systems	5,000	7,500
213.113 Defective rails	5,000	7,500
213.115 Rail end mismatch	2,500	5,000
213.118 Continuous welded rail plan (a) through (e)	5,000	7,500
213.119 Continuous welded rail plan contents (a) through (k)	5,000	7,500
213.121 (a) Rail joints	2,500	5,000
213.121 (b) Rail joints	2,500	5,000
213.121 (c) Rail joints	5,000	7,500
213.121 (d) Rail joints	2,500	5,000
213.121 (e) Rail joints	2,500	5,000
213.121 (f) Rail joints	2,500	5,000
213.121 (g) Rail joints	2,500	5,000
213.121 (h) Rail joints	5,000	7,500
213.122 Torch cut rail	2,500	5,000
213.123 Tie plates	1,000	2,000
213.127 Rail Fastening Systems	2,500	5,000
213.133 Turnouts and track crossings, generally	1,000	1,000
213.135 Switches:		
(a) through (g)	2,500	5,000
(h) chipped or worn points	5,000	7,500
213.137 Frogs	2,500	5,000
213.139 Spring rail frogs	2,500	5,000
213.141 Self-guarded frogs	2,500	5,000
213.143 Frog guard rails and guard faces; gage	2,500	5,000
Subpart E—Track appliances and track-related devices:		
213.205 Derails	2,500	5,000
Subpart F—Inspection:		
213.233 Track inspections	2,000	4,000
213.234 Automated inspection of track constructed with concrete crossties	5,000	7,500
213.235 Switches, crossings, transition devices	2,000	4,000
213.237 Inspection of rail	2,500	5,000
213.238 Qualified operator	$2,500	$5,000
213.239 Special inspections	2,500	5,000
213.241 Inspection records	1,000	1,000
Subpart G—Train operations at track classes 6 and higher:		