

## II. DEFINITIONS

**2.01** When the following definitions are used in these Guidelines, it is understood that they have the meaning herewith given:

**2.01.1 AASHTO**

American Association of State Highway Transportation Officials

**2.01.2 AREMA**

American Railway Engineering & Maintenance of Way Association

**2.01.3 CHIEF ENGINEER, ENGINEER, OPERATING OFFICER**

The officer of the Railway Company acting for or in behalf of the Railway Company in its transactions or the authorized representative of such an officer.

**2.01.4 CLEAR POINT**

That point where there is a 15 – foot spread between main track centers and an adjacent track or a 14 – foot spread for other tracks as measured between centers, allowing the passing of freight cars and/or locomotives safely.

**2.01.5 COMPANY**

That Operating Rail Subsidiary Company of Norfolk Southern within whose territory the project is being constructed.

**2.01.6 DERAIL**

A device built on or attached to a track for the purpose of deliberately forcing rail cars, engines, and on-track equipment off of a track.

**2.01.7 END OF TRACK (EOT) DEVICE**

A contrivance built on or established at the end of a track for the purpose of stopping the movement of rail cars, engines, or on-track equipment at the end of a track.

**2.01.8 FOULING A TRACK**

The placement of an individual or equipment in such proximity to a track that the individual or equipment could be struck by a train, engine, or other railroad equipment, or in any case is within four feet of the field side of the near running rail.\*\*

**2.01.9 FROG**

A track structure used at the intersection of two running rails to provide support for wheels and passageways for their flanges, thus permitting wheels on either rail to cross the other.\*

**2.01.10 INDUSTRY**

That company and/or individual for which a rail siding, and/or lead track is to serve.

**2.01.11 LEAD TRACK**

Track serving, or with the ability to serve, more than one industry with individual spur tracks for each industry.

**2.01.12 MAIN LINE TRACK**

Any track, not specifically designated otherwise, owned by the Railway Company, or owned by a foreign company, which has a milepost.

**2.01.13 “MUST”, “SHALL”, “WILL”**

Where the term, “must,” “shall,” and/or “will” appears in these guidelines, it is to mean that the information following is a requirement for the proposed track.

**2.01.14 OTM**

Acronym for “Other Track Material”, to describe parts of the track structure not including rail, crossties, or ballast such as rail anchors and spikes.

**2.01.15 PLANS**

The plans, drawings, maps, cross sections, and/or profiles showing the character of the work prepared as a guide for construction of the proposed track.

**2.01.16 RAIL or RUNNING RAIL**

A single piece of steel usually paired with another to form a track.

**2.01.17 RUNAROUND TRACK**

Track used by an engine to run around to the other end of a string of cars.

**2.01.18 “SHOULD”**

Where the term “should” appears in these guidelines, it is to mean that the information following is a recommendation for the proposed track.

**2.01.19 SPUR TRACK**

Track serving only one industry.

**2.01.20 SWITCHING TRACK**

Track used to set off cars, runaround cars and/or to facilitate the general switching operations to serve an industry.

**2.01.21 TRACK**

Structure consisting of two rails, crossties, OTM, and ballast which is designed to carry railroad cars, engines, and equipment.

**2.01.22 TURNOUT (Commonly called Switch)**

An arrangement of switch points and a frog with closure rails, and appurtenances by means of which rolling stock may be diverted from one track to another.

\*Source: Practical Guide to Railway Engineering, AREMA, pg. Glossary-11, 2003

\*\*Source: Norfolk Southern Roadway Worker Protection Rules