

II. DEFINITIONS

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

2.01.01 COMPANY

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

2.01.02 INDUSTRY

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

2.01.03 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.

2.01.04 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.

2.01.05 “SHOULD”

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

2.01.06 “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.

2.01.07 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.

2.01.08 CLEAR POINT

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

2.01.09 LEAD TRACK

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

2.01.10 SPUR TRACK

Track serving only one industry.

2.01.11 RUNAROUND TRACK

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

2.01.12 SWITCHING TRACK

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