

GLOSSARY/DEFINITIONS & ABBREVIATIONS

Definitions with any other parentheses are the abbreviation of the word

1. **"A" end of car** - The end opposite where the hand brake is located, unless otherwise identified.
2. **AAR** - Association of American Railroads.
3. **ABS** - see **Automatic Block Signal System**.
4. **AB Valve** - The operating device used on freight cars for charging, applying, and releasing the brakes. Also called a triple valve
5. **ABD Valve** - An improvement of the AB Valve that features a quick release
6. **ABDW Valve** - An improvement of the ABD Valve. Modifies the Emergency Portion and provides for accelerated buildup of brake cylinder pressure during quick service applications.
7. **A Frame** - a type of flat car designed with bulkheads on each end and a Center beam structure connected to each bulkhead to support the load so that it does not shift during movement. see **Centerbeam flat**
8. **ACS** - see **Automatic Cab Signal**
9. **Absolute Block** - A length of track that no train is permitted to enter while the track is occupied by another train.
10. **Absolute Permissive Block** - (APB) A designated section of track or tracks within which the movement of trains will be governed by block signals, whose indications supersede the superiority of trains. The block signals may be controlled manually or automatically.
11. **Absolute Signal** - A block or interlocking signal without a number plate, or designated by an "A" marker.
12. **Actuate** – a feature of the Independent Brake Valve to charge the Actuating pipe from the Main Reservoir, and prevent or release a locomotive brake application from a brake pipe reduction.
13. **Add, to** - Couple car(s) to a train
14. **Adhesion Coefficient** - The ratio of tangential and normal force that exists between the wheel and the rail during motion.
15. **Adjacent Tracks (OTS)** - mean two or more tracks with track centers spaced less than 25 feet apart. The spacing of less than 25 feet between track centers, which defines adjacent tracks for this rule, represents a consensus decision of the Advisory Committee. Several railroads have recently extended their lateral track spacing to 25 feet. Tracks spaced at that distance may not cause a hazard to employees in one track from trains and equipment moving on the other track. FRA believes that no purpose would be served by requiring these tracks to be again spaced at a slightly greater distance. Therefore, tracks spaced at 25 feet are not defined as adjacent tracks, but tracks spaced at a lesser distance will be so defined. Tracks that converge or cross will be considered as adjacent tracks in the zone through which their centers are less than 25 feet apart.
As a practical matter, FRA will apply a rule of reason to the precision used in measuring track centers, so that minor alignment deviations within the limits of the Federal Track Safety Standards (49 CFR 213) would not themselves place such short segments of track within the definition of adjacent tracks.
16. **AEI tag, AEI reader** - An electronic transponder located on the side of rail cars and locomotives that identifies them to trackside readers. (Automatic Equipment Interchange)
17. **Air Brake System** - All of the devices and parts included in making an air brake for controlling the speed and stopping a locomotive or train. It is made up of the operating devices, the pipes, fittings and foundation brake gear.
18. **Air Gauge** - portable gauge attached to brake line hose at end of train to verify air pressure in brake line
19. **Air Test** - The act of operating the brake valve to determine that the air brake system was operating correctly and could stop the train if necessary.
20. **AMTK** – Amtrak; government owned passenger railroad
21. **Alerter** - Warning device in locomotive that requires engineer action to prevent emergency application of locomotive and train brakes
22. **Alley, clear** - clear track in railroad yard
23. **Anchorage (BWS)**– a secure point of attachment for lifeline, lanyards and deceleration devices INDEPENDENT of the primary means of supporting or suspending an employee
24. **Angle Cock** - An appliance used for the purpose of opening or closing brake pipe on ends of cars, rear ends of tenders, and front ends of switch engines so equipped. Provision is made for supporting hose at proper angle.
25. **APB** - see Absolute Permissive Block
26. **Application** - Consists of all of the operations from the time the brake pipe reduction is started until the brake is released.
27. **Approach Signal** - A signal that governs the approach to another signal
28. **Armed** - When a 2-way EOT is in communication with the HOT allowing it to dump the train from the rear.
29. **Articulated** - Permanently connected multiple unit cars that share a common truck.
30. **Articulated Car** - A car constructed by permanently connecting two or more platforms with an articulated joint (two platforms share a common truck).
31. **ARU** - American Railway Union, Crushed during the Pullman strike in 1894
32. **ATC** – Automatic Train Control
33. **ATC Actuator** - An ATC brake applying apparatus.
34. **ATS** – see Automatic Train Stop
35. **AUTH** - Authority
36. **Auto Rack** - Railcar designed to transport automobiles (also called **Rack**, Tri, Bi)
37. **Automatic Block Signal System (ABS)** - A series of consecutive blocks governed by block signals, cab signals, or both. The signals are activated by a train or by certain conditions that affect the block use.
38. **Automatic Brake** - see **Brake, Automatic**

39. **Automatic Cab Signal System (ACS)** - A system that allows cab signals and the cab warning whistle to operate automatically.
40. **Automatic Stop Arm** - Mechanical arm located on the wayside, in conjunction with a wayside signal, which causes an emergency brake application when a train passes the signal at danger and the arm is in tripping position.
41. **Automatic Train Control (ATC)** - A system to enforce compliance with cab and wayside signal indications. If the train exceeds a predetermined speed for a given signal indication and speed is not reduced at a sufficient rate, brakes are automatically applied.
42. **Automatic Train Stop System (ATS)** - A system activated by wayside inductors positioned to apply the brakes automatically until the train stops.
43. **Auxiliary Reservoir** - A reservoir located on each rail car that stores air supplied by the locomotive.

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44. **"B" end of car** - The end where the hand brake is located, unless otherwise identified.
45. **B & B** - railroad Bridge and Building department
46. **BLE** - Initials of Brotherhood of Locomotive Engineers union
47. **Bad Order** - Railcar with any defect in need of repair
48. **Bad Iron** - switch lined against desired movement – see Bad Rail
49. **Bad Rail** - switch lined against desired movement – see Bad Iron
50. **Bail** - by moving the independent brake handle, the engineer can release locomotive brake cylinder pressure that is due to an automatic brake application (a brake pipe pressure reduction). The bail has no effect on brake cylinder pressure that is due to an independent brake application.
51. **Bakehead** - Fireman (because his head was near the door of firebox when shoveling coal)
52. **Ball (of the rail)** - The head of the rail
53. **Ballast** - Gravel, slag or other heavy material used as a road bed to support cross ties and rails
54. **Balloon Track** - Railroad track in the shape of a teardrop used to reverse the direction of a train.
55. **Ball Face, Bald Face** - Shoving movement where cars precede locomotive
56. **Barn** - storage for locomotives; so-called from the building in which streetcars are housed - see also **Roundhouse**
57. **Beans** - meal period
58. **Beanery** - Railroad eating house.
59. **Belt Line** - A railroad with trackage within and/or around a city, operating as a pickup, delivery and transfer facility for truck lines and industrial plants.
60. **Bend the Iron, to** - To throw a switch.
61. **Beyer-Garratt** - An articulated steam locomotive with a central boiler/cab assembly pivoted between two power units. Designed for hard roads with tight curves, this type is found mostly in Africa.
62. **Bi** - freight car designed for carrying 2 levels of automobiles. see **Autorack, Tri, Rack**
63. **BIE** - Brakes In Emergency; application of the emergency braking system.
64. **Big Boy** - Union Pacific 4-8-8-4 600 ton steam freight locomotive
65. **Big C** - The conductor (from the Order of Railway Conductors)
66. **Big E** - A railroad engineer (for Brotherhood of Locomotive Engineers)
67. **Bighole** - Emergency application of air brakes, usually when initiated by engineer, i.e. *put her in the big hole*
68. **Black Snake** - A coal train.
69. **BLE** - Initials of Brotherhood of Locomotive Engineers union
70. **BLF & E** - Initials of Brotherhood of Locomotive Firemen and Engine-men union
71. **Bleed, bleed the cut** - The valve by which air is released or drained from the auxiliary air tank reservoir on a car, or locomotive
72. **Bleeder rod** - a rod attached to the valve by which air is released or drained from the auxiliary air tank reservoir on a car, or locomotive
73. **Blinds** - A walk way between two passenger cars covered with either canvas or leather in an accordion shape. From the outside of the blinds to the outer edge of the cars there was a space about 24 inches wide. There was a ladder running up to the top of the car in this space and the bums would grab hold of the ladder and hold on to it. That was *riding the blinds*.
74. **Block** - length of track between consecutive block signals or between a block signal and the end of block system limits.
75. **Block Occupancy Indicator** - An indicator used to convey information regarding block occupancy.
76. **Block Register Territory (BRT)** - A method of operation in non-signalized territory where trains, men, and equipment are authorized to occupy the main track in limits designated by the timetable.
77. **Block Signal** - A fixed signal at the entrance of a block that governs trains entering and using that block.
78. **Block System** - A block or series of consecutive blocks within ABS, ACS, CTC, or interlocking limits.
79. **Blocking or bracing** - wood or metal supports used to keep shipments in place on cars (also called dunnage)
80. **Block Track** - Track with equipment for repairing rail cars on the spot.
81. **Blue Signal, Blue light or Blue flag** - A blue flag or signal that is placed on a car or locomotive when workers are around or under it. When a car or locomotive is blue-flagged, then it must not be coupled to or moved in any manner. The only person allowed to remove a blue flag is the person who put it there in the first place.
82. **BN or BNSF** - Burlington Northern Santa Fe Railroad
83. **Bobby** - *British*: term for a signalman in UK. Derives from railway policeman of early railways. The policeman being 'invented' by Sir Robert (Bobby) Peel.
84. **Body Harness (BWS)** – a device with straps that distributes fall arrest forces over several parts of the body

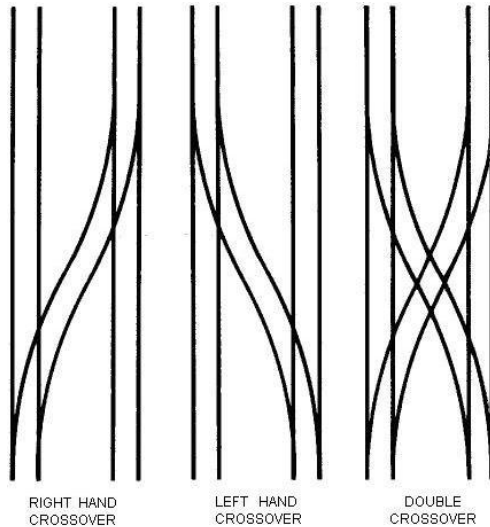
85. **Bogie** - Australian and European term for a truck.
86. **Boomer** - Itinerant railroad workers. Always moving from one road to another
87. **Booster** - A small two cylinder steam driven engine, manufactured by the Franklin Railway Supply Co., and attached to an axle of the trailing track of some steam locomotives to provide additional tractive effort when starting a train.
88. **Bottle the air** - capture the air within an air brake system of a car/cars, done by closing the angle cocks on each end of the car/cars
89. **Bowl Track** - a track or yard with a lowered center such that railcars roll by gravity to middle of track
90. **Bradley Bar** - A device shaped like a hockey stick used to straighten hand holds on freight cars.
91. **Brains** - The conductor
92. **Brake, Automatic** - Automatic brakes are the brake controls in the locomotive that regulate the pressure of the brake pipe and apply or release the brakes for the entire train including the locomotives
93. **Brake Beam** - A cross-piece in the foundation brake gear for a pair of wheels to which the leverage delivers its force to be transmitted through the attached brake head and brake shoes to the tread of the wheels.
94. **Brake Cylinder** - A cast metal cylinder with a piston that is forced outward by compressed air in applying the brakes and returned by a release spring in releasing the brakes.
95. **Brake, Independent** - Independent brakes are the brake controls in the locomotive that apply the brakes on the locomotives only. The air hose marked *ACT* or *BR CYL* enables the lead unit to control the trailing units brakes
96. **Brake Pipe** - Commonly called a train line, it is the pipe, hose, connections, angle cocks, cut-out cocks, fittings, etc., connecting the locomotive and all cars from one end of the train to the other for the passage of air to charge and control the brakes, also called **Trainline**
97. **Brake Rigging** - A term commonly used instead of foundation brake gear.
98. **Branch** - A portion of a division designated by a timetable. Rules and instructions pertaining to subdivisions apply on branches.
99. **Branch Line** - A line serving one or more stations beyond the point of junction with the main or another branch line.
100. **Brass Hat** - A railroad executive, usually a division manager or higher, a.k.a. *suits*
101. **Bridge Line Haul Road** - Any railroad or railroads between the originating line haul road and the terminating line haul road. Also known as a bridge line haul road.
102. **Bridge Workers (BWS)** – any railroad employee or contractor employee inspecting or performing work on a bridge or elevated structure
103. **BRN** - Branch
104. **Brotherhood Notch** - A notch high on the reverse lever quadrant which admitted a very limited amount of steam to the cylinder making it easier on fireman, but taking longer to get over the road.
105. **BRT** – **B**lock **R**egister **T**erritory; also Initials of **B**rotherhood of **R**ailway **T**rainmen union
106. **Buff action or force** - Compressive coupler forces that occur during a slack bunched condition.
107. **Bulkhead flat** - a type of railroad flatcar with no sides but has ends
108. **Bull** - A special agent, patrolman or railroad policeman.
109. **Bullfrog or Bullfrog junction** - switch junction that connects the Tacoma Rail, UP and BN tracks
110. **Bullhead** - A condition where both drawbar knuckles are closed, making the coupling impossible without opening one knuckle (*amer. slang*).
111. **Bump** - To displace a junior employee by the exercise of seniority rights.
112. **BWS – Bridge Worker Safety** – Section 22.0 of the Tacoma Rail *RULES*. also in conformance with 49CFR214 subpart B

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113. **C** - Center
114. **CTC** - see Centralized Traffic Control
115. **C & E** - Conductor and Engineer
116. **Cab Apron** - The hinged metal plate attached to the rear end cab floor of a steam locomotive, which rested on the front of the tender and formed a transition piece between the engine and tender for crew safety. Also called a deck plate.
117. **Cab Forward** - A steam locomotive with the engineers cab placed ahead of the boiler instead of behind it.
118. **Cab Signal** - A signal in the engineer's compartment or cab that indicates a condition affecting train movement. Cab signals are used with interlocking or block signals or without block signals. (Tacoma Rail locomotives are not equipped with cab signals)
119. **Caboose** - A car attached to the rear end of a freight train for use by the train crew.
120. **Caboose valve** - A rotary valve type of device providing means for making a controlled rate of brake pipe reduction for making a service or emergency application from the caboose.
121. **Cabin car** or **Hack** - A non revenue car formally used on the rear of trains; also called a caboose
122. **Camel Back** - Slang: an older rerailing device, also called a rerailing "frog". Used in pairs, one on each side to lift the wheel flanges of a derailed car and allow them to slide back onto the rail.
123. **Can** - Tank car
124. **Carbody** - Another name for the hood-type diesel locomotive. Examples: F40PH, FP45, E and F units.
125. **Car knocker** - Car inspector or car repairer-from the early custom of tapping the wheels to detect flaws. Also called car toad (because he squats while inspecting)
126. **Car Toad, Car Tonk** - Car inspector who checked the condition of freight and passenger cars and conducted the air brake tests

127. **Carman** - Formal name for a craft employee that inspects and repairs railway cars.
128. **Cars** - Railroad cars.
129. **Canned** - Fired, Discharged, or dismissed from service.
130. **Cans** - Shipping containers used in intermodal transportation
131. **Cantrail** - From the 1889 *Century Dictionary of the English Language*: A timber running along the tops of the upright pieces in the sides of the body of a railway-carriage and supporting the roof and the roof sticks. Called in the United States a *plate*.
132. **Catenary** - Overhead wire system on electrified railroads for supplying current to electric locomotives and self-propelled cars equipped with pantographs.
133. **Catwalk** - plank walk on top of boxcars
134. **CCR - Central Control Room**, a facility from which rail system operation will be monitored and controlled
135. **Centerbeam flatcar** - a flatcar with bulkhead ends containing a center spine that makes it ideal for carrying lumber and building products
136. **Centipede Tender** - A high capacity tender applied to some large steam locomotives, and having seven axles, with the front two axles contained in a track casting and capable of swiveling. Major users of centipede tenders include New York Central and Union Pacific railroads (USA).
137. **Centralized Traffic Control (CTC)** - A block system that uses block signal indications to authorize train movements.
138. **Chain Gang** - when a number of extra trains (not regularly scheduled freight runs) are put into service, regular crews may be assigned to take such trains in turn. When this occurs, train crews are said to be operating in chain gang service
139. **Channel** - specified frequency for communication between train and dispatcher or 2 trains. The channel numbers (07 thru 97) are shorthand methods of designating assigned radio frequencies for transmission. For example, channel 96 means to transmit on an assigned radio frequency of 161.550 MHz.
140. **Cinder Dick** - Railroad detective (slang)
141. **Classification** - Code applied to freight cars on switch list based on destination and routing
142. **Classification Lights** - Two electric lantern type lights, mounted high on front of locomotive, with lenses that could be switched from off, to white - for an extra train or to green - indicating a train running as all but the last section of a schedule. Flag holders permitted the use of white and green flags for daylight use, in like manner.
143. **Classification Yard** - Multiple tracks used to assemble and disassemble cuts of cars
144. **Claim** - also Time Claim - request made by Union member against carrier for loss sustained or a penalty payment for failing to fulfill the letter of the current Union contract
145. **Class 1 Railroad** - Railroads earning revenues of at least \$266.7 million in 2001, as defined by the Surface Transportation Board. (STB)
146. **Classification** - Code applied to freight cars on switch list based on destination and routing
147. **Classification Yard** - Multiple tracks used to assemble and disassemble cuts of cars
148. **CLC - Complete Locomotive Control**, retrofitted adhesion system manufactured by Woodward Governor Company.
149. **Clearance point** - Distance along a siding that a rail car or locomotive must be moved to avoid fouling the main or any other track
150. **COFC** - Container on Flat Car
151. **Color Light Signal** - A fixed signal in which the indications are given by the color of a light only.
152. **Color-position Light Signal** - A fixed signal in which the indications are given by color and position of two or more lights.
153. **Commuter Rail** - A transit mode that is an electric or diesel propelled railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs.
154. **Competent Person (OTS)** - means one who is capable of identifying existing and predictable hazards in the workplace and who is authorized to take prompt corrective measures to eliminate them. The rule requires oversight or supervision by a person with knowledge, training, and relevant experience to adequately assess safety hazards. The definition contains these factors, and a requirement that the individual also possess the authority to take prompt corrective measures, if necessary.
155. **Conductor (CONDR - same as Switch Supervisor)** - Employee in charge of train or yard movement.
156. **Consist** - The make-up of a freight train by types of cars and their contents
157. **Controlled Track** - means track upon which the railroad's operating rules require that all movements of trains must be authorized by a train dispatcher or a control operator.
158. **Control Operator (OTS)** - Employee assigned to operate a CTC or interlocking control machine or authorized to grant track permits; also means the railroad employee in charge of a remotely controlled switch or derail, an interlocking, or a controlled point, or a segment of controlled track.
- This term may encompass several types of employees. A control operator might relay instructions from a train dispatcher, or operate independently, depending upon the rules of the railroad. On some terminal railroads, a yardmaster might control a remotely controlled switch and thereby be considered a control operator. The term as used here has no connection with the hours of service law.
- A yardmaster who gives permission to trains to use non-controlled track is not a control operator. The general distinction is that the actual authorization to use non-controlled track is found in the rules, and the granting or withholding of permission is not an assurance of protection. It is intended to facilitate operations, such as by advising a train not to use an occupied track to attempt to move through a yard. also see **Dispatcher**
159. **Control Point CP** - a location designated by number where signals and /or switches of a CTC system are controlled by a control operator
160. **Controlled Siding** - A siding within CTC or interlocking limits where a signal indication authorizes the siding's use.
161. **Controlled Signal** - An absolute signal controlled by a control operator.
162. **Conventional** - railcar that will hold COFC/TOFC

163. **Cornered, Corner** - when a rail car, not in the clear, is struck by passing car/cars or locomotive
164. **Cornfield Meet** - Head-on collision or one that is narrowly averted
165. **COT&S** - Clean, Oil, Test & Stencil. Applies to air brake rework.
166. **Coupler** - Device used to attach rail cars end to end
167. **Covered Wagon** - A nickname that is generally attached to EMD E and F units.
168. **Cow catcher** - A metal frame on the front of a locomotive to remove obstructions from the tracks.
169. **CP** - Control Point
170. **Creeper** - A rail anchor of spring steel that is driven onto the base of the rail and bears against the tie which is prevented from moving by the resistance of the stone ballast. The name comes from the function of the anchor which is a "rail anti-creep device."
171. **Crew Member** - Conductors, assistant conductors, brakemen, engineers, remote control operators, yard engine foremen, switchmen, and yard helpers.
172. **Crossing** - A length of track that carries one track across another.
173. **Crossings at Grade** - see **Grade Crossing**.
174. **Crossover** - . A track connection between two adjacent tracks.



175. **Crown sheet** - The iron sheet at the top of the firebox, and which was in direct contact with the heat from the firebox. It was connected to the outside shell of the boiler by "Stay Bolts" as were the "side Sheets" which comprised the sides of the firebox.
176. **Crummy** - caboose - also Waycar, Hack, Cabin car
177. **CTC** - Centralized Traffic Control
178. **Cupola** - Observation tower on caboose
179. **Current of Traffic** - The movement of trains in one direction on a main track, as specified by the rules.
180. **Cut; Cut of cars** - several cars attached to an engine or coupled together by themselves (a cut of cars) - also to separate a car(s) from a train (to cut off or cut away) - also that part of the right-of-way which is excavated out of a hill or mountain instead of running up over it or being tunneled through it (a cut)
181. **Cut Lever** - lever or handle at end of each railcar and engine that lifts the pin in the drawbar allowing the knuckle to swing open allowing cars to be couple or releasing coupled cars
182. **Cycle braking** - A rapid sequence of automatic brake applications and releases. This does not allow enough time for the reservoirs on the cars to recharge and exhausts the air pressure available to apply the brakes.
183. **Cylinder cocks** - Drain valves, operated from engine cab, to allow condensate to drain from cylinders when locomotive had been idle for a period of time.

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184. **Dark territory** - A series of rail miles ungoverned by signals and unable to transmit or receive radio or cellular phone signals.
185. **Date nail** - A small nail used by railroads from late 1800's to present used to mark the year a tie was placed in roadbed. Nails are distinctive in that each has the last two digits of placement year stamped in head. Usually found within six inches of tie end, but some are located mid tie to allow easier inspection. Rarer nails value in 100's of dollar range to collectors
186. **DCS** - Direct Traffic Control
187. **Deadhead, Deadheading** - Traveling from one point to another by an employee who has received orders for such travel from his supervisor. The employee performs no service in such travel status, and he/she is paid for his/her time while in travel at an hourly "dead head" rate.

188. **Deadman Control** - used in locomotive to automatically provide emergency brake application in event of Engineer disability
189. **Deckorate** - In the days before air brakes, the duties of the brakemen included stopping the train. The brakeman would have to go to the top deck of the car - thus *decorate* - and wind the stem winder.
190. **Demurrage** - Tariff charges assessed against consigned for detaining freight cars beyond their specified time limit.
191. **Derail** - a track safety device designed to guide rail cars off the rails as a means of protection from collisions
192. **Diamond** - A special track work item that allows two railroad tracks to cross each other at grade.
193. **Dinger** - A yard master.
194. **Direct Traffic Control (DTC)** - A DTC block or a series of DTC blocks where the train dispatcher authorizes track occupancy.
195. **Direct Traffic Control (DTC) Block** - A length of main track specified by name. DTC block name and limits are identified by wayside signs reading, "Begin (name) Block" and "End (name) Block" and by mile post location in the timetable.
196. **Distant Signal** - A fixed signal outside a block system that governs the approach to a block signal, interlocking signal, or switch point indicator. A distant signal does not indicate conditions that affect track use between the distant signal and block or interlocking signals or between the distant signal and switch point indicator. A distant signal is identified by a "D."
197. **Dispatcher (DISPR)** - means the railroad employee assigned to control and issue orders governing the movement of trains on a specific segment of railroad track in accordance with the operating rules of the railroad that apply to that segment of track. also see **Control Operator**
198. **Distributed Power Trains** - Trains that have a remotely controlled locomotive embedded within the train. This allows for higher tonnage trains as the drawbar tensions are lower than an equivalent train with head-end power only.
199. **DIST** - District
200. **DIV** - Division
201. **Division** - A geographical unit of operation in charge of a superintendent under whose direction the three essential functions coming under "operations" are carried out. These functions are the maintenance of way and structures, maintenance of equipment, and transportation of freight and passengers.
202. **Dog** - Empty boxcar train.
203. **Dogcatcher** - crew sent out to relieve another that has been overtaken by the twelve-hour law.
204. **Dogcock** - A device used in unison with a clawbar to pull spikes from the wing rails of a frog and also from the guard rail.
205. **Dolly** - see **Dummy**
206. **Dollyflopper** - A brakeman or switch-tender - someone who throws switches.
207. **Doorslammer** - Slang for a passenger trainman. Usually used by freight trainmen who are adept at station switching, and all the other skills needed in general freight service.
208. **Dope** - an order, official instructions, explanation ("go get the dope")
209. **Drill track** - A track connecting with the ladder track, over which locomotives and cars move back and forth in switching.
210. **Drop** - a switching movement where the locomotive is ahead of the rail cars; the locomotive pulls the train in motion, the rail cars are uncoupled from the locomotive, then the locomotive accelerates through the switch, the switch is then aligned before the free rolling car(s) arrive to divert the cut or "dropped" car
211. **Double the Hill** - In going up a hill, to cut the train in half and take each section up separately
212. **Double over** - pick up a car or cars off of a track and connect them to another track
213. **Double Slip Switch** - Used only where space is limited, combines the functions of a crossing and turnouts to allow any one of four routings.
214. **Double Stack** - An intermodal railcar capable of having two layers of containers
215. **Double Track (DT)** - Two main tracks where the current of traffic on one track is in a specified direction and in the opposite direction of the other.
216. **Draft Gear** - A cushioning device that transmits draft or buff forces between the coupler and the car or locomotive.
217. **Drag** - Heavy train of "dead" freight; any slow freight train, as contrasted with manifest or hotshot
218. **Drawbar horsepower** - The total horsepower of a locomotive less the amount of horsepower that it takes to move the locomotive itself, the balance being available to pull the load.
219. **DTC** - Direct Traffic Control
220. **DTC Block** - A length of main track specified by name. DTC block name and limits are identified by wayside signs reading, Begin (name) Block and End (name) Block and by mile post location in the timetable.
221. **Dual Control Switch** - A power-operated switch, moveable point frog, or derail that can also be operated by hand.
222. **Dummy** - A small auxiliary signal used to control unusual movements such as a set back into a yard from a main line. Implies a complete stop and wait for a manual operation from the panel. Usually ground mounted lens: two whites for proceed and red/white for stop. Also known as *dolly* or *dwarf*.
223. **Dump the air** - apply the emergency air brake/brakes to a car/cars or locomotive or both
224. **Dunnage** - see **Blocking or bracing**
225. **Dutchman** - small hose extension to allow air hoses between two rail cars to be connected
226. **Dwarf signal** - Two or three lens signal used to control a move over a switch in a yard.
227. **Dynamic Braking** - A method of train braking where the kinetic energy from the train movement generates current at the locomotive traction motors, and is dissipated in a resistor grid on the locomotive.
228. **Dynamite the air** - Initiation of an emergency application.
229. **Dynamiter** - A term commonly given to a brake operating valve that goes into quick-action emergency when it should not. Also called a Kicker. **Dynamiting** -- application of emergency (air) brakes.

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230. **E** - East
231. **Early Quit** - to get off before the completion of shift
232. **Easy sign** - Signal indicating the train is to move slowly; this sign is usually a hand lantern, or radio signal on Tacoma Rail.
233. **Effective Securing Device (OTS)** - when used in relation to a manually operated switch or derail means one which is:
- 1) Vandal resistant;
 - 2) Tamper resistant; and
 - 3) Designed to be applied, secured, uniquely tagged and removed only by the class, craft or group of employees for whom the protection is being provided.
- Effective securing device is defined in this part as one means of preventing a manually operated switch or derail from being operated so as to present a hazard to roadway workers present on certain non- controlled tracks. This definition is specifically intended to include the use of special locks on switch and derail stands that will accommodate them, and switch point clamps that are properly secured. It also includes the use of a spike driven into the switch tie against the switch point firmly enough that it cannot be removed without proper tools, provided that the rules of the railroad prohibit the removal of the spike by employees not authorized to do so. Every effective securing device must be tagged. FRA will examine each railroad's on- track safety program to determine that the rules governing the securement of switches will provide the necessary level of protection.
234. **Electric Lock Switch – see Electric Switch Lock**
235. **Electric Switch Lock** An electrically controlled lock that restricts the use of a hand-operated switch or derail.
236. **Elephant ears** - Metal side plates used on some large steam locomotives to lift the smoke above the train at speed.
237. **Elephant style** - Joining several single-cockpit locomotives (e.g., F's) so that all cockpits look in one direction (like elephants in a circus)
238. **Emergency Application** - An application resulting from an emergency rate of brake pipe reduction which causes the brakes to apply quickly and with maximum braking force for the shortest practical stopping distance.
239. **Employee** - means an individual who is engaged or compensated by a railroad or by a contractor to a railroad to perform any of the duties defined in this part.
240. **Employer (OTS)** - means a railroad, or a contractor to a railroad, that directly engages or compensates individuals to perform any of the duties defined in this part. The responsibility for compliance with this rule follows the employer-employee relationship. Each employer subject to the rule, be it a railroad or a contractor, assumes the employer's responsibilities regarding its own employees.
241. **ENG** = Engine
242. **Engine (ENG)** Also **locomotive**. A unit propelled by any form of energy or more than one of these units operated from a single control. Engines are used in train or yard service. Rules that apply to engines also apply to cab control cars.
243. **Engineman** – see Engineer
244. **Engineer (ENGR)** The driver or operator of a locomotive; also includes student engineers, firemen, hostlers, and remote control operators. Also called engineman
245. **ENGR** - Engineer
246. **E.O.T.** - End Of Train devise – see also **FRED**
247. **Equipment** - any mechanical device; also Railroad equipment
248. **ESS** East siding switch
249. **EWD** Eastward
250. **Exclusive Track Occupancy** - means a method of establishing working limits on controlled track in which movement authority of trains and other equipment is withheld by the train dispatcher or control operator, or restricted by flagmen
251. **Extra** - For any extra train except work extra, the movement of which is authorized in a specified direction.
252. **Extra Board** - A list of employees who may be assigned to train crews (1) when extra trains are run, (2) when regular crews have not had sufficient rest time before they can legally be required to return to duty, or (3) when relief men are required on regular crews.
253. **Extra Gang** - The crew of track laborers assigned to maintenance work at various points on a railroad right-of-way. These employees may live in camp (bunk) cars where they are provided lodging and meals at a nominal cost.
254. **Extra train** - A train not authorized by timetable schedule. It may be designated:

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255. **Facing Point lock** - A locking device which automatically locks the switch points of a spring switch in normal position.
256. **Fairlie** - Double ended Locomotive with a single central cab, Designed by *Robert Francis Fairlie*. Always running cab forward. Robert Francis Fairlie also designed a 'single' locomotive with one powered and one un-powered boogie and with a conventional cab at one end so can travel chimney first or bunker first.
257. **Fire Box** - The "stove" where the wood, coal, oil, etc., was burned to make steam to propel the engine. (steam locomotive)
258. **Fishplate** - Length of iron, applied to either side of rail web, used to connect sections of rail together.

259. **Fixed Signal** - A signal that is attached to a location permanently and that indicates a condition affecting train movement.
260. **Flagman also Flagger** - Any employee providing flag protection. When used in relation to roadway worker safety means an employee designated by the railroad to direct or restrict the movement of trains past a point on a track to provide on-track safety for roadway workers, while engaged solely in performing that function. Care should be taken not to confuse flagman with watchman/lookout:
- A flagman directs or controls the approach of trains on a track
 - Watchman/lookout detects the approach of trains and warns roadway workers of the approaching train.
261. **Flat** - flatcar
262. **Floater** - floating holiday
263. **Flimsy** - Train order, or paper used for train orders.
264. **Flying duck** - A derogatory term used to describe a switchman of the former Pennsylvania Railroad, who customarily gave hand signals to their enginemen using both hands at once.
265. **Foamer** - The name used by train crews to identify the people who gather along the railroad tracks to watch or take pictures of trains.
266. **Footboard** - The step on the rear and front ends of switch or freight engines. Many casualties were caused in the "good old days" by switchmen missing these steps on dark slippery nights – now banned by the FRA
267. **Footboard Yardmaster** - Conductor who acts as yardmaster in a small yard
268. **Foreign Car** - car running over any railroad other than one that owns it
269. **Foreman** - Employee in charge of work.
270. **Form D** - A form used in receiving written permission to occupy track in DCS sections of railroad lines. Permission is given by Train Dispatcher or Operator.
271. **Forty Five** - Yellow signal or semaphore at 45 degrees. Train may proceed through signal, prepared to stop.
272. **Fouling a track (OTS)** - means the placement of an individual or an item of equipment in such proximity to a track that the individual or equipment could be struck by a moving train or on-track equipment, or in any case is within four feet of the field side of the near running rail. An individual could be farther than four feet from the rail and still be fouling the track if the individual's position or actions could cause movement into the four-foot zone, or if there were any possibility of the individual being struck by a part of a moving train or on-track machine that might extend more than four feet outside the rail. An example would be an individual working on the slope of a cut above the track, where a slip could cause movement into the track area
273. **Foul Time (OTS)** - is a method of establishing working limits on controlled track in which a roadway worker is notified by the train dispatcher or control operator that no trains will operate within a specific segment of controlled track until the roadway worker reports clear of the track, as prescribed in section 214.323 of this part. **Foul Time** is an abbreviated method of establishing working limits on controlled track where permitted by the rules of the railroad. It is distinguished from exclusive track occupancy by the absence of a requirement for a written document in the possession of the roadway worker who has been granted the foul time, and the prohibition of any train movements in the working limits. Some railroads utilize this procedure to protect people or machines that are on or near the track where the condition of the track has not been affected
274. **Fountain valve** - A steam supply chest mounted inside the cab at highest point on boiler, with multiple valve outlets that allowed many devices, such as the air pumps, electric dynamo, hydrostatic lubricator, etc, to be operated by steam from the boiler.
275. **FRA** - Federal Railroad Administration
276. **Friction Bearing** - A babbet type wheel bearing sometimes seen on old rail cars.
277. **Frog** - center fixed cross of a switch that allows connecting rails to intersect and cross
278. **F.R.E.D.** - Flashing Rear End Device; used on mainline trains, end of train telemetry device – also called **EOT** or **End Of Train device**
279. **Front End** - A term used to describe the smokebox end of a steam locomotive, including the exhaust stack, netting, etc.
280. **FRT** - freight
281. **Full Service Application** - Corresponds to a handle position for the automatic brake handle. In this position the brake pipe should be at 62 PSI (down from a 90 PSI release charge pressure). When an application is made on the automatic brakes, the equalizing reservoir pressure drops in proportion to the handle movement. The self lapping valve (Automatic Brake Valve) then vents brake pipe pressure at a service rate until the equalizing reservoir and brake pipe pressures are equal. This pressure is measured on the locomotive only. It may be less further back on the train due to leakage. A minimum reduction is a 6 PSI drop to 84 PSI. After a minimum reduction is made, the automatic brake valve handle is linear down to zero. If the locomotive has a direction on the reverser handle, or the independent brakes are released, below 45 PSI BPP an emergency will occur and a valve will blow the brake pipe to zero in a hurry
282. **Fusee** - Combustible torches which burn (red, yellow or green) for ten to fifteen minutes as warning signals to other trains when touched off and placed or thrown on the ground by train service employees.
283. **Frog** - Implement for rerailing cars or engines; also an X-shaped plate where two tracks cross
284. **FRT** - Freight

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285. **Gandy Dancer** - A track laborer assigned to work on an extra-gang.
286. **Gateway** - See **Interchange Point**
287. **Gauge** - distance between rails, standard gauge in U.S.A. is 56 1/2 inches (4' 8 1/2") as measured inside to inside or 1,435 mm

288. **General Order** - Published addition, clarification, correction, or change to the RULES, posted in crew room, lunch room and in tower.
289. **Gon** - gondola, or steel-sided, flat-bottom car
290. **Glad Hand** - The metal attachments to which train line air hoses connect
291. **Grab Iron** - steel bar attached to cars and engines as a hand hold
292. **Grade Crossing** - rail crossings that intersect with road or street crossings at the same level.
293. **Graveyard** - 12.01 A.M. to 8 A.M., or any night shifts, so called because that shift includes the quietest hours of the day
294. **Griever** - Spokesman on grievance committee; Brotherhood or Union representative at an official investigation

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295. **Hack** - A non revenue car formally used on the rear of trains; also called a **caboose** or **Cabin car**
296. **Hand Brake** - A manually operated brake used to hold rail cars from moving.
297. **Hand signals** - Before the advent of radios, signals were given by hand or lantern. There were innumerable ways to communicate direction, destination, speed, or stop. Most railroads had their own set of distinct signals. A signal given with the hand in a vertical zipper operating motion upon the chest usually designated a mainline movement. Five fingers exposed on the hand, or a small circle with a lantern at night indicated track five, both hands with all fingers held up, or a small double circle, track ten etc. There were signals to fit almost any condition and learning to read them was sometimes an art in itself.
298. **Haul, short** - The act of routing freight such that the haul takes maximum advantage of the originating railroad, at the disadvantage of another railroad which had to be used to carry the freight part of the way to its destination. The railroad which suffered the disadvantage was said to be "short hauled."
299. **Hazardous Papers** - technical description of chemicals or hazardous material being transported in a rail car or container
300. **Head End** - leading car or locomotive in the direction of travel
301. **Head End Power** - A power system installed on diesel-electric passenger locomotives, used to generate "hotel load" power to the passenger train, including train heating and air conditioning. A head end power system may use either the locomotive's prime mover, or it may use a separate HEP engine generator set installed at the #2 end of the locomotive.
302. **Helper** - Any locomotive added to assist a train up a grade.
303. **HER** - Head End Restriction
304. **Hi-cube** - An oversized boxcar usually used to haul auto parts.
305. **Highball** - Signal given by conductor to the engineer when the train is ready to proceed to the next designated stop.
306. **High Iron** - Main line or high-speed track (which is laid with heavier rail than that used on unimportant branches or spurs); also called **high rail**
307. **High Rail** - see **High Iron**
308. **HIM** - Hyundai intermodal yard
309. **Hobo** - An individual who rides freight trains to get from town to town. Not to be confused with a bum, a hobo is a transient worker.
310. **Hog, Hoghead, Hogger** - a locomotive engineer
311. **Hog Law** - Refers to ICC hours of service regulations.
312. **Holding Lights** - Amber or green light signal displayed at certain station platforms at or near the conductor's position, to regulate train spacing.
313. **Hole** - Passing track where one train pulls in to meet another
314. **Holy Roller** - A graffiti slang term for a car transport car. Like for their great length, perfect for doing an end to end and other large "productions" with the illegal spray-paint techniques.
315. **Home Signal** - A special red signal that requires the train crew to call the dispatcher for orders before the train can proceed.
316. **Hook** - a coupling or joint between 2 railcars or locomotives - also a wrecking crane see **Joint**
317. **Hooking up** - The act of shortening the duration of the steam admission setting on a steam locomotive, using a Johnson Bar or Power reverse wheel or lever, thereby trading power for speed.
318. **Hopper** - Steel-sided car with a bottom that opens to allow unloading of coal, gravel, etc
319. **Horsepower per Trailing Ton** - The total horsepower of all working locomotives divided by the total trailing weight of the train in tons.
320. **Horsing lever** - The lever on a steam locomotive used to manually adjust the valve setting (i.e. cutoff). Also known as the Johnson bar. When engines became larger in size, a manual adjustment was no longer practical and air operated motors were used for this purpose, and a smaller lever or wheel located in the cab of the steam locomotive was used to adjust direction and cutoff.
321. **Hospital Train** - A train consisting of damaged or wrecked rail cars being transported to a repair point on their wheels. Some cars have no operating brakes or intact train line. Many times a long flexible hose is used to transmit brake pipe pressure around cars with damaged train lines. Such a train must have a car on the rear with an operating brake controlled via the hose. "Hospital Trains" are also restricted to speed as well.
322. **Hostler** - A person who operates engines in engine house territory and works under the direction of the engine house foreman
323. **Hostler's controls** -
324. **Hot Box** - Overheated wheel journal or wheel bearing which usually causes journal packing to burn and smoke.
325. **Hot spot** - Loaded double-stack or container train.

326. **House track** - A track entering, or along side a freight house. Cars are spotted here for loading or unloading.
327. **Hump** - A rail yard with a hill. Cars are cut off in motion at the top of the hump and gravity pulls the cars to the classification tracks.
328. **Hump Yard** - A switching yard on an incline where, after movements by the engine, the cars are shunted by gravitational pull to their destination in a yard.
329. **Hy-rail vehicle** - specially-designed maintenance and inspection vehicles that can operate on the highway and the rails.

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330. **Idler car** - empty or non-hazardous car used to separate engine from a car with hazardous materials, or flat car used to protect overhanging loads
331. **IM** - Intermodal
332. **Inaccessible Track (OTS)** - means a method of establishing working limits on non-controlled track by physically preventing entry and movement of trains and equipment.
333. **Independent Brake** - see **Brake, Independent**
334. **Individual Train Detection (OTS)**- means a procedure by which a lone worker acquires on-track safety by seeing approaching trains and leaving the track before they arrive and which may be used only under circumstances strictly defined in this part.
335. **Interchange** - A track on which various cars are delivered or received from one railroad to another, or the act of delivering or receiving from one railroad to another
336. **Interchange Point** - The point at which two or more railroads join. Traffic is passed from one road to another at interchange points.
337. **Interlocking** - Signal appliances that are interconnected so that each of their movements follows the other in a proper sequence. Interlockings may be operated manually or automatically.
338. **Interlocking Limits** - The tracks between outer opposing absolute signals of an interlocking.
339. **Interlocking Signals** - The fixed signals of an interlocking that govern trains using interlocking limits.
340. **Intermodal** - Freight traffic that refers to containerization of freight for easy transloading to different modes of transportation.
341. **In The Clear** - A train is in the clear when it has passed over a switch and frog so far that another train can pass without damage
342. **Iron Bender** - A switchman.
343. **IRT** - Interboro Rapid Transit - subdivision A of the New York City Transit Authority (NYCTA) subway

- J-----
344. **JCT** - Junction
345. **Jerkwater town** - A small town with few facilities, identified on the railroad by the existence of a water plug only.
346. **Johnson Bar** - Reverse lever on a steam locomotive
347. **Join the Birdies, to** - To jump from a locomotive cab before a collision.
348. **Joint** - a coupling between 2 railcars or engines or a Hook - also a coupling of 2 pieces of rail - Riding to a joint is bringing cars together so that they couple
349. **Joint Facilities** - Any facilities owned by two or more railroads.
350. **Journal Box** - Metal box around axle bearing for holding a lubricant saturated pad next to the wheel bearing.
351. **Jumper** - British: a passenger leaping from a moving train on the blind side to avoid paying.
352. **Junction (JCT)** - joining of one or more tracks controlled by a switch

- K-----
353. **Kettle** - (Steam) engine (*amer. slang*).
354. **Key-By** - The act of lowering an automatic stop arm in order to pass a red signal.
355. **Kicker** - A common expression for an emergency brake application which occurs when a service brake application is intended or when no application is intended.
356. **Kicked Car** - A railcar rolling under its own momentum and not connected to a train
357. **Knuckle** - The movable portion of the drawbar coupler

- L-----
358. **LCL** - Less than carload lot (freight).
359. **Lace, Lace the Air, Lace up the cut** - to hook up or connect the air brake hoses
360. **Ladder** - the main track of group of tracks that create a yard, also called a lead; also rungs for foot and hand hold on rail cars
361. **Layshaft** - A hand operated throttle connected to the governor on a diesel locomotive.
362. **Lead** - see **Ladder**
363. **Lead Rail** - the rail between the frog and the switch.
364. **Lightning Slinger** - Slang: railroad telegrapher.

365. **Line Haul Road** - A railroad that handles freight over a medium to long distance.
366. **Linked Up** - When a 2-way EOT is in communication with the HOT allowing it to dump the train from the rear.
367. **Live rail/Dead rail** - A railroad track scale was usually unable to handle the weight of a locomotive, therefore it was necessary to provide a way for the locomotive to pass the scale without damaging it. The "live rail" was the track where the cars were weighed, the "dead rail" allowed the locomotive to pass over the scale without damage.
368. **Lite Engine** - An engine moving without cars attached; locomotive or multiple units lite of any cars.
369. **Load/s** - Loaded freight cars
370. **Lone Worker (OTS)** - means an individual roadway worker who is not being afforded on-track safety by another roadway worker, who is not a member of a roadway work group, and who is not engaged in a common task with another roadway worker. **Lone workers** are defined in this part as roadway workers who are not being afforded on-track safety by another roadway worker, are not members of a roadway work group, and are not engaged in a common task with another roadway worker. Generally, a common task is one in which two or more roadway workers must coordinate and cooperate in order to accomplish the objective. Other considerations are whether the roadway workers are under one supervisor at the worksite; or whether the work of each roadway worker contributes to a single objective or result.
371. **Locals** - railcars with origin and destination within Tacoma Rail territory
372. **Locomotive** - Locomotives are units propelled by any form of energy, or a combination of such units operated from a single control station, used in train or yard service. Rules that apply to engines also apply to cab control cars
373. **Locomotive Speed Limiter** - A modern device used to control train speeds. All engines on Amtrak's NEC must be so equipped.
374. **Low Arm** - A nickname for a restricting signal in the days of the semaphore *with the arm down 45 degrees*.
375. **Low Irish** - Stands for medium clear signal.
376. **Lubricating Arm** - The lubricator forced valve oil into the valve chamber to lubricate the steam valve, and the lubricating arm on a mechanical lubricator drove the pump that supplied this lube.

-----M-----

377. **Main Track (MT)** - A track extending through yards and between stations that must not be occupied without authority or protection.
378. **Main Line** - That part of a railroad exclusive of switch tracks, branches, yards and terminals.
379. **Mallet** - Reference to the Mallet Articulated Cab Forward steam locomotives used by Southern Pacific railroad in the 30's, 40's and 50's.
380. **Manifest Train** - Fast freight usually made up of merchandise, perishables or livestock.
381. **Manual Block System** - A series of consecutive blocks, governed by block signals operated manually, upon information by telegraph, telephone or other means of communication.
382. **Marker** - A train signal that is used to indicate the end of the train.
383. **MARY** - companion to FRED unit; located in locomotive
384. **MAX** - Maximum
385. **Men or Equipment** - A term referring to Engineering Department employees and their related equipment.
386. **Mikado** - A steam freight locomotive having a 2-8-2 wheel arrangement, pioneered in a design for the emperor of Japan in 1912.
387. **Milepost** - A post or sign on pole each mile along the track that shows the distance from a predefined location such as a major rail terminal.
388. **MMT** - Multiple Main Tracks
389. **Monkey Motion** - Slang for the valve gear linkage on a steam locomotive.
390. **Monkey's Tail** - Slang for the handle of a switch stand, as in *twisting the monkey's tail*.
391. **Motor** - 1. The electrical machine (traction motor) geared to the axles of all diesel-electric and electric locomotives, and used to convert the electrical energy provided by the diesel engine and main alternator in a diesel electric locomotive, or the transformer output in an electric locomotive, to mechanical force in the form of tractive effort.
2. The descriptive term used on the electric division of the Great Northern railroad to designate an electric locomotive.
392. **Mother and Slug** - The name used for a locomotive and slug when MU'd for yard or road operation.
393. **Motor Car** - A motor-driven railway inspection or work car which rides on the rails and is operated by maintenance of way employees to minimize time spent traveling while on duty. - also see speeder
394. **MOW** - Maintenance Of Way
395. **MP** - Mile post
396. **MPH** - Miles per hour
397. **MT** - Main Track
398. **MTYS** - Empty cars
399. **Multiple Main Tracks (MMT)** Two or more main tracks that are used according to the timetable.
400. **MU** - Multiple Units - . a lead locomotive followed by one or more locomotives. Cables between the MU connectors bring the electrical signals in party line fashion to the trailing units
401. **Mud Hen** - A non-superheated steam engine.
402. **Mud Ring** - The lower part of the boiler of a steam locomotive directly in front of the firebox, where boiler scale and sediment settled as the engine operated. A removable plug was located at the bottom of the boiler in this area, and this plug was removed during the monthly boiler wash to flush this contamination from the boiler.

- 403. **Mule** - A movable, hand-carried derail that is placed on either rail.
- 404. **Multiple Main Tracks(MMT)** Two or more main tracks that are used according to the timetable
- 405. **Muzzle Loader** - Term used to describe a hand fired locomotive.
- 406. **MOW Maintenance of way**
- 407. **MW Maintenance of way**

-----N-----

- 408. **N** North
- 409. **NEC - North-Eastern Corridor** -- the Amtrak route with intensive passenger traffic that connects Washington, DC, Philadelphia, New York City, and Boston
- 410. **NIM** - North Intermodal Yard
- 411. **No.** – Number
- 412. **Non-controlled Track (OTS)** - means track upon which trains are permitted by railroad rule or special instruction to move without receiving authorization from a train dispatcher or control operator.
- 413. **NORAC - Northeast Operating Rules Advisory Committee:** the operating rules the many USA Northeast Freight and Passenger Railroads operate under.
- 414. **NSS** - North siding switch
- 415. **NWD** - Northward
- 416. **Number Dummies** - Clerks who worked as yard checkers

-----O-----

- 417. **OK** - Correct
- 418. **Old Head** - lots of Seniority - One who has been around long enough to become familiar with his work or who "has his head cut in" - knows how to do his job well.
- 419. **On The Ground** – derailed
- 420. **On-track Safety (OTS)** - means a state of freedom from the danger of being struck by a moving railroad train or other railroad equipment, provided by operating and safety rules that govern track occupancy by personnel, trains and on-track equipment. The term **On-track safety** embodies the ultimate goal of this regulation, which is for workers to be safe from the hazards related to moving trains and equipment while working on or in close proximity to the track. The regulation requires railroads to adopt comprehensive programs and rules to accomplish this objective. This regulation, and the required programs, together is intended to produce a heightened awareness among railroad employees of these hazards and the methods necessary to reduce the related risks.
- 421. **OOS – Out of Service**
- 422. **OPR** - Operator
- 423. **OPTO - One Person Train Operation** - the motorman (engineer) performs all the functions of a conductor and an engineer on a passenger train.
- 424. **ORC - Old Reliable Conductors** -- The union that represented conductors during the mid to late 19th century.
- 425. **ORIG** - Originating
- 426. **Originating Line Haul Road** - The railroad where any freight shipment starts.
- 427. **Originating Station** - The first station on each subdivision from which a train is authorized to occupy the main track.
- 428. **OTM - Other Track Material** -- materials other than ties and rails, generally refers to spikes, tie plates and rail anchors
- 429. **OTS – On Track Safety, SAFETY Section 15.0 thru 21.0 of the Tacoma Rail RULES** also conformance with 49CFR Part 214
- 430. **Overhead Line Haul Road** - see Bridge Line Haul Road
- 431. **Overlap** - A section of track where the control length of a signal overlaps the next signal to reduce the risk of collision if the train fails in braking before the stop signal.
- 432. **Overlap sign** - A sign marking the limit of control of a block signal.
- 433. **Out of Station (O.S.)** - Report the telegrapher would give the dispatcher on the Rock Island and presumably other railroads when the train would be past their station.

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- 434. **Paired Track** - When two railroads own single track lines, they may reach an agreement whereby one railroads track services both roads in one direction, while the other railroads track services both roads in the other direction.
- 435. **Panel** - British for the Centralized Control Tower.
- 436. **Partial Service Application** - Reducing the brake pipe pressure at a service rate but not enough to cause the reservoir and cylinder pressure to equalize.
- 437. **Peg** - British: a signal post
- 438. **Penalty Brake Application** - an automatic full service brake application caused by various safety devices.
- 439. **Personal Fall Arrest System (BWS)** – a combination of anchorage, connectors, deceleration device and body harness used to protect bridge workers

440. **Phonetic Alphabet** - full word equivalents for letters used in radio and verbal communication

A - alpha	H - hotel	O - oscar	V - victor
B - bravo	I - india	P - papa	W - whiskey
C - charlie	J - juliet	Q - quebec	X - x ray
D - delta	K - kilo	R - romeo	Y - yankee
E - echo	L - lima	S - sierra	Z - zulu
F - foxtrot	M - mike	T - tango	
G - golf	N - november	U - uniform	

441. **Piggyback** - TOFC or trailer on a flat car. Originally used when truck trailers were loaded onto flat cars for shipment by rail.
442. **Pilot** An employee assigned to a train to assist an engineer or conductor who is unfamiliar with the rules or the portion of railroad the train will operate on.
443. **Pin; "pull the Pin"; "give me the Pin"** - a piece of metal used to lock the coupler to keep cars coupled together. Also a term meaning to push in the slack when uncoupling cars.
444. **Pit** a below grade hole under a section of track to allow mechanics access to the underside of the locomotive, located in the round house
445. **Placard** special signs attached to rail cars to either indicate hazardous materials, or the proper door/doors for unloading
446. **Plant** - Slang for *interlocking*.
447. **Plug** -
1. Illegal device to continuously bail independent brake pressure. Could be simply a coin or a more elaborate device wedged above the independent brake valve.
 2. *verb*, to plug it; to place the brake handle in emergency.
448. **Plug 'em** - emergency application of air brakes – also use **"Dump 'em"**
449. **Pocket** - Portion of track within a terminal on which a train may stand for a period of time
450. **Point** - lead railcar in a shoving movement - see Ball Face
451. **Points** - the tip ends of the moveable portion of track in a switch
452. **Pony Truck** - The casting and wheel set or wheel sets which make up the leading wheels of most steam locomotives, intended to guide locomotives through curves and switches, and used to properly distribute the weight of the locomotive.
453. **Position Light Signal** - A fixed signal in which the indications are given by the position of two or more lights.
454. **Pound the lead** - switching in the yard; yard switching
455. **Power** - A name used to mention the engine units on a train.
456. **Prime Mover** - A V-type diesel with 8 to 20 cylinders rated at about 125 hp per cylinder if normally aspirated; or 250 hp per cylinder if Turbo-charged.
457. **Private Car/Business Car** - Coaches owned by private individuals/railroad (for use of corporate officials or supervisors). Cars were positioned at end of trains and train crew were to remain off these cars except in performance of duties. Crew was also to see that occupants of these cars were not disturbed at all costs
458. **Proceed Indication** - Any block signal indication that allows a train to proceed without stopping.
459. **PSGR** - Passenger
460. **PTT** - new identification for transmit key on radios (**push to talk**)
461. **Pumping Signal** - Any fixed signal including *Absolute and Intermediate* block signals, who's indications change rapidly from one indication to another and then back again due to track circuit or signal circuit failure. An engineer encountering such a signal will be governed by the most restrictive indication the signal can display.
462. **Pusher** - A helper added at the rear of a train.
463. **Pussyfoot** - Railroad detective, police, or security personnel, often found in plain clothes in rail yards or piggy-back lifts where high-dollar freight is being moved.
464. **Put It On The Ground** - derailed it
465. **Pull the Pin** - Uncouple a car by pulling up the coupling pin. also An expression meaning to resign or quit a job
466. **Puzzle Switch** - Another name for a slip or double slip switch.

-----**Q**-----

467. **Qualified (OTS)** - means a status attained by an employee who has successfully completed any required training for, has demonstrated proficiency in, and has been authorized by the employer to perform the duties of a particular position or function. The term Qualified as used in the rule with regard to roadway workers implies no provision or requirement for Federal certification of persons who perform those functions
468. **Quit, getting a quit** - going off duty before the end of an 8 hour shift

-----**R**-----

469. **RAC** - Railway Association of Canada (the AAR in Canada).
470. **Rack** - auto rack railcar
471. **Radio** - As used in these rules it also applies to wireless communication devices when used in railroad operation.

472. **Radio Blocking** - A method to establish an absolute block for a following train in non-signalized territory by direct communication with a preceding train.
473. **Radio train** -
474. **Rail** - length of extruded steel; standard length for 112 and 115 pound is 39 feet - also any railroad employee
475. **Railroad (OTS)**- means all forms of non-highway ground transportation that run on rails or electro-magnetic guide ways, including
- 1) commuter or other short-haul rail passenger service in a metropolitan or suburban area, and
 - 2) high speed ground transportation systems that connect metropolitan areas, without regard to whether they use new technologies not associated with traditional railroads. Such term does not include rapid transit operations within an urban area that are not connected to the general railroad system of transportation.
476. **Rail Weight** - how to measure rail size - the number of pounds per yard that rail weighs. Currently rail is being rolled at 112 to 145 pounds per yard.
477. **Rake** - Wagons/carriages semi permanently joined in an articulation rather than via a coupler
478. **Railfan** - Anyone who makes a hobby of railroading - also called **FOAMER**
479. **Ran a Red Block** - Enter a circuit without clearance from the control tower.
480. **RC** - Radio channel
481. **RCO** - see **Remote Control Operator**
482. **RCZ** - see **Remote Control Zone**
483. **RECD** - Received
484. **Red Board** - stop signal
485. **Red Eye** - A red signal or horizontal semaphore arm requiring the train to stop and proceed with caution.
486. **Reefer** - a common slang term for a refrigerator car
487. **RE** - Region
488. **REG** - Region
489. **Regenerative Braking** - Braking mode of modern electric locomotives, where the motors act as generators as with the dynamic braking but, instead of being converted into heat, the current is fed back to the supply. Return energy from asynchronous motors is around 90%.
490. **Register Station** - A station at which a train register is located.
491. **Regular train** - A train authorized by a timetable schedule.
492. **Repeater signal** - Signal placed on the opposite side of the track from the controlling signal. It repeats the aspect of the controlling signal for a greater range of vision.
493. **Rerailer** - A heavy metal casting which was designed to be placed near a derailed wheelset of a locomotive or car, for the purpose of guiding the wheelset back onto the rail.
494. **RESTRICTED SPEED** When a train or engine is required to move at restricted speed, movement must be made at a speed that allows stopping within half the range of vision short of a train, a locomotive, a railroad car, men or equipment fouling the track, stop signal, derail, or switch lined improperly **AND** must keep a lookout for broken rail **AND** not exceeding 20 MPH.
495. **Release** - take off the brake or brakes
496. **Release rod** - the rod on a car or engine used to release or bleed the brake
497. **Remote Control Operator (RCO)**; An employee who may operate an engine with or without cars by means of a remote control transmitter.
498. **Remote Control Transmitter** - A device that gives the remote control operator control of a remote control engine.
499. **Remote Control Zone (RCZ)** - A portion of track(s) within definite limits designated in the timetable special instructions.
500. **Retainer** - Small valve located near brake wheel for drawing off and holding air on cars
501. **Revenue Collection train** - A train which picks up the revenue collected by the railroad clerk.
502. **Reverse Movement** - A movement opposite the authorized direction.
503. **Ribbon Rail** - Continuous welded rail, laid in 1/4 mile lengths then welded end to end to make a continuous length.
504. **Riprap** - Loose pieces of heavy stone or masonry used in some places to protect roadbeds from water erosion
505. **Rip track** - track designated for rail car repair
506. **Roadbed** - the foundation on which the rails and ties of a railroad are placed
507. **Roadway Maintenance Machine (RMM) (OTS)** - means a device powered by any means of energy other than hand power which is being used on or near railroad track for maintenance, repair, construction or inspection of track, bridges, roadway, signal, communications, or electric traction systems. Roadway maintenance machines may have road or rail wheels or may be stationary.
508. **Roadway Worker (OTS)** - means any employee of a railroad, or of a contractor to a railroad, whose duties include inspection, construction, maintenance or repair of railroad track, bridges, roadway, signal and communication systems, electric traction systems, roadway facilities or roadway maintenance machinery on or near track or with the potential of fouling a track, and flagmen and watchmen/lookouts as defined in this part. Some railroad employees whose primary function is transportation, that is, the movement and protection of trains, will be directly involved with on-track safety as well. These employees would not necessarily be considered roadway workers in the rule. They must, of course, be capable of performing their functions correctly and safely.
- The rule requires that the training and qualification for their primary function, under the railroad's program related to that function, will also include the means by which they will fulfill their responsibilities to roadway workers for on-track safety. For instance, a train dispatcher would not be considered a roadway worker, but would be capable of applying the railroad's operating rules to the establishment of working limits for roadway workers. Likewise, a conductor who protects a roadway maintenance machine, or who protects a contractor working on

railroad property, would not necessarily be considered a roadway worker unless he or she performs the strict function of a *flagman* as defined in this part (which definition see), but would receive training on functions related to on-track safety as part of the training and qualification of a conductor.

Employees of a contractor to a railroad are included in the definition when they perform duties under that contract on or near the track of a railroad. They should be protected as well as employees of the railroad. The responsibility for on-track safety of employees will follow the employment relationship. Contractors are responsible for the on-track safety of their employees and any required training for their employees. FRA expects that railroads will require their contractors to adopt the on-track safety rules of the railroad upon which the contractor is working. Where contractors require specialized on-track safety rules for particular types of work, those rules must, of course, be compatible with the rules of the railroad upon which the work is being performed.

The regulation does not apply to employers, or their employees, if they are not engaged by or under contract to a railroad. Personnel who might work near railroad tracks on projects for others, such as cable installation for a telephone company or bridge construction for a highway agency, come under the jurisdiction of other Federal agencies with regard to occupational safety.

- 509. **Roadway Work Group (RWG) (OTS)**- means two or more roadway workers organized to work together on a common task.
- 510. **Rolling equipment** - rail cars
- 511. **Rolling resistance** - Resistance that is made up of wheel friction, journal friction, and wind resistance. It is non recoverable.
- 512. **Rotary Dump car** - A car that is unloaded by turning it completely over.
- 513. **Rotary Dump coupler** - A specially designed coupler used in rotary dump cars that rotate allowing them to be dumped without being uncoupled.
- 514. **Roundhouse** - A building in which locomotives and other railroad equipment are inspected, cleaned, repaired and serviced. also barn
- 515. **Ruling grade** - The particular point on the run at which the combination of grade and curve resistance makes the train pull hardest and , therefore, "rules" how heavy a load can be given to the locomotive.
- 516. **Run In** - Describes the action of the slack between the cars moving forward and hitting against the engine. A run out would be the opposite effect.
- 517. **Running Track, Runner** - a track in a yard usually kept clear and designated as a track to get from one end of a yard to the other
- 518. **Rule G** - Railroad work rule against the use of intoxicants.

-----S-----

- 519. **S** - South
- 520. **SSS** - South Siding Switch
- 521. **SAFE** secure from harm, injury danger or risk
- 522. **SAFETY** the practice of averting injury, damage, loss or danger
- 523. **SAFETY APPLIANCES** handholds, ladders, grab irons, brake platforms, running boards, and hand brakes on rail cars that permit people to work
- 524. **SAFELY** in and on the cars (defined in FRA rules)
- 525. **SAFETY Bulletin** notice published and posted to indicate conditions requiring additional attention in operations
- 526. **Saw-by, Double Saw-by** -
- 527. **SBU** - Sense and Brake Unit (see also Caboose)
- 528. **Scab** - Non union member doing work usually contracted by railroads for railway union labor contracts.
- 529. **Scrap Iron** - Broken knuckle due to uncontrolled slack action in train or overly aggressive starting technique.
- 530. **Schedule** - That part of a timetable which prescribes class, direction, number and movement for a regular train.
- 531. **SDG** - Siding
- 532. **Section** - One of two or more trains running on the same schedule, displaying signals or for which signals are displayed.
- 533. **Section Crew** - Maintenance Of Way crew or Track crew
- 534. **Semaphore signal** - A signal in which the day indications are given by the position of a semaphore arm.
- 535. **Service Application** - Gradual speed reduction, as contrasted with emergency stop
- 536. **Shaker bar** - A tool carried in steam locomotive cabs that would be placed on the grate levers mounted in the cab deck to allow the fireman to shake the grates in the firebox, dumping ashes into the ash pan below the firebox.
- 537. **Shay** - A type of steam locomotive using a gear drive in place of a side rod drive, designed by Ephraim Shay in the late 1800's, and produced by what became the Lima Locomotive Works. This locomotive was designed for logging and other operations where heavy grades and sharp curves existed and prevented the use of side rod type locomotives.
- 538. **Shoo-fly** - Temporary track, usually built around a flooded area, a wreck, or other obstacle; sometimes built merely to facilitate a rerailing
- 539. **Short haul** - see Haul, short
- 540. **Shove** - movement of rail cars where locomotive "pushes" cut
- 541. **Shunting movement** - Movements inside of stations and yards for making up trains, moving cars between different tracks and similar purposes. Shunting movements are done under simplified conditions with restricted speed and in viewing range.
- 542. **Side Track** - A track auxiliary to the main track.

543. **Siding** - A track connected to the main track and used for meeting or passing trains. Sidings are connected to main track at both ends
544. **Signal Aspect** - The signal appearance, which conveys an indication as viewed either (1) from the direction of an approaching train, or (2) on the cab signal display unit in the engine control compartment.
545. **Signal Dolly** - Train that delivers supplies to towers.
546. **Signal Indication** - The required action conveyed by the aspect of a signal.
547. **Signaling System** - A system to ensure the safe movement of trains by means of lineside indications and/or indications given in the driver's cab.
548. **Signalman** - The man who controls the signals and authorizes the movements of trains on running lines
549. **SIM** - South Intermodal Yard
550. **Single Car Test Device** - Is used to test the air brake equipment on car that is sent to a repair track
551. **Single Track** - A main track where trains are operated in both directions.
552. **Skipper** - The conductor
553. **Slack** - The motion, forward or back, that one or more cars, locomotives, or parts of a train has without moving other coupled cars, locomotives, or parts of the train.. Slack is necessary so as to start one car at a time and so that the train may be operated around curves and over high and low places.
554. **Slack Action** - Compression or stretching of train due to designed free play in couplers and/or drawbars
555. **Slippery Track** - A highly greased track near the roundhouse or back shop where a newly rebuilt locomotive could be run in without going anywhere, and without calling an engine crew or pilot.
556. **Slug** - small, ballasted, four or six axle unit, semi-permanently coupled to a locomotive that does not have a prime mover, but does have traction motors. Generally used in yard duty where the switcher has enough horsepower, but not enough tractive force to push long strings of cars up a hump.
557. **Smoking To A Meet** - In steam service, pre-radio, making smoke to alert awaiting opposing train that you were approaching meeting point.
558. **Snake** - A switchman belonging to the SUNA, the Switchman's Union of North America.
559. **Snipe** - The title of a track laborer or Gandy dancer. One who builds or repairs railroad track.
560. **Special Instructions** - Instructions contained in the timetable or other publication (not used on Tacoma Rail.), and the Peach & Salmon colored sections of the Tacoma Rail RULES
561. **Speeder** - self-propelled, rail mounted cart
562. **Spine Car** - articulated COFC/TOFC rail car that does not allow stacking of containers
563. **Split Switch** - A term referring to the condition that exists at a switch when one pair of wheels under a car follows a course different from all other wheels under the car, generally resulting in a derailment.
564. **Spot** - exact location for a car to be loaded or unloaded; to put a rail car on spot
565. **Spotting** - The act of placing a car in a specific location on a track.
566. **Spotter** - A company employee charged with spying on other employees -- especially old time passenger conductors who collected cash fares from passengers and sometimes did not turn all the receipts in to the company at the end of the trip.
567. **Spring Switch** - A switch with a spring mechanism that returns the switch points to the original position after they are trailed through.
568. **SSS** - South Siding switch
569. **Stack Train** - Train made up entirely or mainly of single or double stack containers on flatcars designed for just that purpose.
570. **Station** - A place designated by name in the timetable station column.
571. **Stem Winder** - Nickname for a staff brake which consists of a vertical rod and a wheel at the top of the rod for the leverage to wrap the brake chain around the vertical rod to stop or secure the car. A pawl was provided to hold the brake applied.
572. **Stinger** - A portable insulated pole used by railroads (and transit authorities) with third rail trackage. The pole is used to "reach" from an existing third rail power source to the pickup shoes of the electric locomotive in instances where the shoes of the locomotive are not contacting the third rail. The stinger can also be used to move electric locomotives within a shop complex.
573. **Stirrup Step** - foot hold attached to rail car below the ladder
574. **Stretch 'em** - to take out the slack in couplings and drawbars of train
575. **String** - Several cars coupled together
576. **Student** - Learner in either train or engine service; an apprentice
577. **Spur** - short track extending out from or alongside another track with only one end connected
578. **Stub Track** - A form of side track connected to a running track at one only and protected at the other end by a bumping post or other obstruction.
579. **SUB also SUBDIV** - Subdivision
580. **Subdivision** - A portion of a division designated by timetable.
581. **SUNA** - Initials of Switchmen Union of North America
582. **Sun kink** - A section of rail that elongates and bends out of alignment due to heat expansion.
583. **Superior train** -
584. **SUPT** - Superintendent
585. **Superintendent** - A chief executive officer, who supervises and directs operations over an entire division. He is responsible for the supply and maintenance of rolling stock, equipment, the right of way, and for the prompt handling of traffic.
586. **SW** - Switch
587. **SWD** - Southward
588. **Switch** - mechanical device used to move switch rail in a turnout; often used to mean Turnout; also act of rearranging car order or spotting cars

589. **Swing Man** - Supplementary brakemen added to a crew for all or part of a trip, perhaps to give more hand brake capacity in mountainous territory, or for other reasons.
590. **Switch List** - list of rail cars by initial, number and type with classification used as instructions for switching or spotting
591. **Switch Supervisor** - person in charge of a crew, see Conductor
592. **Switch Point Indicator** - A light type indicator used during movement over certain switches to show that switch points fit properly.

-----T-----

593. **Tallow Pot** - Fireman. In the 1800's tallow was used as a lubricant.
594. **Tangent Track** straight track, track without any curvature
595. **Tank** - tank car - used in hauling oil, water, milk, chemicals or some other liquid
596. **Tare Weight** - The weight of an empty car.
597. **Target** - an easily visible plate on a switch stand to indicate position of the switch points
598. **TCS** - Traffic Control System
599. **TCU** - Transportation Communications International Union, represents clerks, car-men, yardmasters, and supervisors.
600. **TDS** - "Total Dissolved Solids." A sample of boiler water was taken and tested before each steam locomotive was dispatched and the total dissolved solids in the water was indicated by a hydrometer at a certain temperature. If the total was too high, the boiler would "foam" and allow water into the cylinders, causing lubrication to be washed off pistons and valves. The cure for "Foaming" was to blow water out of the boiler through the "Blow off cocks" and replace with fresh water through the "injectors" until T.D.S. was reduced to a proper level.
601. **Target** - an easily visible plate on a switch stand to indicate position of the switch points
602. **Tariff** - A published schedule showing rates, fares, charges, classification of freight, rules, and regulations applying to various kinds of transportation and incidental services.
603. **Team Track** - A track on which rail cars are placed for the use of the public in loading or unloading freight.
604. **Telemetry** - Another name for an EOT device which transmits *End Of Train* info to engine. Also "Telem", "Tele", "FRED", and "Freddie".
605. **Tender** - A vehicle connected to most steam locomotives which carried the coal (or oil) and water for the locomotive.
606. **Terminal** - Facilities provided by a railroad at a terminus or at any intermediate point on its line for the handling of passengers or freight, and for the breaking up, making up, forwarding and servicing trains, and interchanging with other carriers.
607. **Terminating Line Haul road** - The last railroad over which any shipment travels.
608. **Terminating Station** - The last station on each subdivision to which a train is authorized to occupy the main track.
609. **Throbbing Red** - A single flashing red light indicating *Stop and Proceed* or in some cases (depending on the railroad) a flashing red light indicating *Restricting*. No stop required, however a speed restriction applies.
610. **Tie down the car, tie on a brake** - apply the hand brake
611. **Tie on** - couple on
612. **Tie up** - quit for the day
613. **Tightlock coupler** - A specially designed coupler used mostly on passenger cars that minimize slack and have interlocking features.
614. **Time Claim** - request made by Union member against carrier for loss sustained or a penalty payment for failing to fulfill the letter of the current Union contract
615. **Timetable** - A publication with instructions on train, engine, or equipment movement. It also contains other essential information.
616. **TOFC** - Trailer on Flat Car
617. **Toepath** - that part of railroad embankment lying between end of ties and shoulders of fill
618. **Tommy Dodd** - British slang for a subsidiary semaphore signal on the same post or bracket as the main signal to which it applies.
619. **Ton-mile** - The movement of one ton of freight one mile.
620. **Tons per Operative Brake** - Gross trailing tonnage of the train divided by the total number of cars having operative brakes. (not including locomotives)
621. **Torpedo** - small explosive devices placed on tracks to alert train crew to danger.
622. **Trackage Rights** - An agreement between two railroads according to which, one railroad buys the right to run its trains on the tracks of the other, and usually pays a toll for the privilege. That toll is called a "wheelage" charge.
623. **Track Bulletin** - A notice of conditions affecting train movement. It may also authorize movement against the current of traffic where Rule 9.14 (Movement with the Current of Traffic) is in effect.
624. **Track Car** - Equipment, not classified as an engine, which is operated on track for inspection or maintenance. It may not shunt track circuits or operate signals and will be governed by rules and special instructions for trains other than passenger trains.
625. **Track Circuit** - An electrical circuit of which the rails of the track form a part. The track circuit is the basis of signaling systems.
626. **Track Gauge** - The distance between the inner faces of the track heads. Nominally, four feet eight and one-half inches (4' 8 1/2")
627. **Track Head** - The top of the track on which the wheels roll.

628. **Track Occupancy Indicator** - An indicator that tells whether a length of track is occupied or not. Not installed on Tacoma Rail tracks.
629. **Track Pan** - A water filled trough placed between the rails at certain locations on a railroad's main line, each trough having a length of up to 2500 feet, for the purpose of adding water to the tender of a steam locomotive via an air activated scoop which was located on the underside of a locomotive tender. The use of a track pan arrangement prevented a need to stop to obtain water. Users of track pans included the New York Central, the Pennsylvania, and the Baltimore and Ohio Railroads in the US.
630. **Track Permit** - A form used to authorize occupancy of main track where designated by special instructions.
631. **Trackside Warning Detector** - A device that indicates conditions such as overheated journals, dragging equipment, excess dimensions, shifted loads, high water, or slides.
632. **Track Warrant Control (TWC)** - A method to authorize train movements or protect men or machines on a main track within specified limits in a territory designated by the timetable.
633. **Track Web** - The thin section of track between the base and the head.
634. **Traction Motor** - The electric motor that transfers the electrical current generated by the locomotive to the rail.
635. **Tractive Effort** - see **Tractive Force**
636. **Tractive Force** - The amount of force at the driving wheel rims to start and move tonnage up various grades, also called **Tractive Effort**
637. **Trailing Truck** - A fabricated or steel casting containing one, two, or three wheel sets, located under the engine cab and firebox of some steam locomotives.
638. **Train** - One or more locomotives coupled, with or without cars, and authorized to operate on a main track. A term that when used in connection with speed restrictions, flag protection, and the observance of all signals and signal rules also applies to engines.
639. **Train Approach Warning (OTS)**- means a method of establishing on-track safety by warning roadway workers of the approach of trains in ample time for them to move to or remain in a place of safety in accordance with the requirements of this part.
640. **Train Brake** - The combined brakes on locomotive and cars that provides the means of controlling the speed and stopping of the entire train.
641. **Train Coordination (OTS)** - means a method of establishing working limits on track upon which a train holds exclusive authority to move whereby the crew of that train yields that authority to a roadway worker
642. **Trainline** - see **Brake pipe**
643. **Train Dispatcher** – see **Dispatcher**
644. **Trainmaster** - An executive officer who supervises train service operations on one or more divisions or on part of a division. He also supervises the operation of trains at terminals and in yard service.
645. **Trainmen also Trainpeople** - Conductors, Switch Supervisors, Assistant Conductors, Brakemen, Yard Engine Foremen, Switchmen, and Yard Helpers.
646. **Train Order** - A message changing the meeting point between two trains. For movement of trains not provided by timetable train orders will be authorized by, and over the signature of the director of train dispatching or chief dispatcher.
647. **Train Order Signal** - Fixed signal near the entrance to a river tube, bridge or at stations with moving platforms. Two lunar white mean *Proceed without orders according to rules*, two red mean *Stop, stay and call for orders*. Also: a signal at a station that indicates by its position or by its color, that train orders are to be delivered to a train, or that no orders are to be delivered.
648. **Train Register** - A book or form used at designated stations for registering time of arrival and departure of trains, and such other information as may be prescribed.
649. **Tri-Level or Tri** - Enclosed freight car for carrying 3 levels of automobiles. - an **Autorack or Rack**
650. **Triangle** - Additional track laid at a major junction to allow trains to be turned by running the three sides of the triangle rather than reversing in a wye. Found outside major terminal stations where fixed passenger sets need to be turned to equalize flange wear.
651. **TRK** - Track
652. **Trick** - A work shift or hours of duty.
653. **Triple over** - pick up a car, or cut of cars from a track and connect them to another track and then connect all to a third track – see Double over
654. **Triple Valve** - An operating valve for charging the reservoir, applying the brake, and releasing the brake. Also called an AB Valve
655. **TRN** - Train
656. **Truck Hunting** - Rapid oscillation of an empty car truck at high speeds where the flanges tend to ride up on the head of the rail.
657. **TTC** - Toronto Transit Commission, public transit system operating in Toronto, Ontario, Canada. First subway in Canada (1954). Largest light rail system in North America.
658. **Turn, turn a car** the act of taking a car or locomotive around a Wye track
659. **Turnout number** - The ratio of the length of the tangent track to an equal unit of space between the tangent track and a point on the branch track.
660. **Turntable** - A track table operating on a pivot for diverting locomotives or cars into a specific track. Turntables may be located inside or outside of a roundhouse or other shop facility.
661. **Turnout** - track construction allowing a train change tracks
662. **TWC – Track Warrant Control**
663. **Twin, Twinstack** - intermodal rail car that can be double stacked with containers; may be articulated with up to five sections

-----U-----

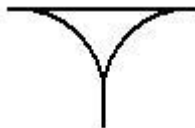
664. **UP** - Union Pacific Railroad
 665. **Unit** - Another term for a locomotive engine.
 666. **Unit Train** - A train composed entirely of one commodity, usually coal or mineral, and usually composed of cars of a single owner and similar design, and usually destined for a single destination.
 667. **UTU** - Initials of the United Transportation Union

-----V-----

668. **Value Added** - Industry gross output less purchased materials and purchased services. Used together with input-output analysis.
 669. **Van** - A term used in Canada for a caboose.
 670. **Variable Switch** - A switch identified by a "V" or a bowl painted yellow. When trailed through, the switch points remain lined in the position they were forced
 671. **Varnish** - Term used to refer to passenger trains, dating back to the late 19th century and the varnished passenger coaches of the luxury trains such as those employed on the LV's Black Diamond and the C&O's Sportsman

-----W-----

672. **W** - West
 673. **Wandle** - Affectionate rail slang for Wheeling and Lake Erie Railway which was successor to most Nickel Plate Trackage.
 674. **Washout** - Stop signal, waved violently by using both arms and swinging them in downward arc by day, or swinging lamp in wide low semicircle across tracks at night
 675. **Watchman/Lookout (OTS)** - means an employee who has been annually trained and qualified to provide warning to roadway workers of approaching trains or on-track equipment. Watchmen/lookouts shall be properly equipped to provide visual and auditory warning such as whistle, air horn, white disk, red flag, lantern, fusee. A watchman/lookout's sole duty is to look out for approaching trains/on-track equipment and provide at least fifteen seconds advanced warning to employees before arrival of trains/on-track equipment.
 676. **Water Plug** - The standpipe where a steam locomotive would stop to fill its tender with water.
 677. **Waybill** - A document for handling and accounting for a shipment of freight.
 678. **Wheel Knocker** - Another name for car knocker. This person would check the wheels for flaws.
 679. **Wheel Pull** - Caused by the friction between the brake shoe and the wheel and transmitted to the rail.
 680. **Wheel Rolling** - The wheel rotating on its axle theoretically without motion existing between the wheel and the rail at the area of contact.
 681. **Wheel Slipping** - The wheel rotating on its axle with motion existing between the wheel and rail at the area of contact.
 682. **Wheel Sliding** - The wheel not rotating on its axle and motion existing between the wheel and rail at the area of contact.
 683. **Whiskers** - Quite a bit of seniority
 684. **Whistle Post** - A specially marked post on the engineer's side of the train that tells him when to start whistling for a grade crossing. Slower trains may delay whistling until closer to the crossing
 685. **Wide Vision Caboose** - Caboose with center areas extended out past normal sides of caboose allowing for unobstructed forward viewing.
 686. **Wind** - the air from the locomotive compressor used for the train air brakes
 687. **Windy** - A slang term for a car going down a track with no air or hand brake applied
 688. **Working Limits (OTS)** - A segment of track within definite boundaries on which movements may be made only as permitted by the employee in charge. Boundaries may be established using mile posts, station signs, timetable locations, or clearly identifiable points. Working limits may be established through "exclusive track occupancy," "inaccessible track," "foul time" or "train coordination".
 689. **Work Train** - A train engaged in company service for which no revenue is received.
 690. **WSS** - West Siding Switch
 691. **WWD** - Westward
 692. **Wye** - track configuration that is used in lieu of a turntable for turning engines, cars and trains around or reversing locomotive/train direction



-----X Y Z-----

- 693. **XO** see Crossover
- 694. **Yard** A system of tracks, other than main tracks and sidings, within defined limits, used for making up trains, storing cars, and other purposes.
- 695. **Yard Engine** - An engine assigned to yard service.
- 696. **Yard Limits (YL)** A portion of main track designated by yard limit signs and timetable special instructions or a track bulletin.
- 697. **Yardmaster (YM)** Employee in charge of all movements within specified Yard limits
- 698. **Yard Summary** railcars in Tacoma Rail yard by track number
- 699. **YD** - Yard
- 700. **Yellow Eye** - A slang term for a yellow signal.
- 701. **YL** - Yard Limits
- 702. **YM** - Yardmaster
- 703. **Zone List** computer list of railcar locations within a specific area