

## **GLOSSARY OF TERMS**

**ABS** – Automatic Block Signals. A railroad operation where the movement of trains through designated blocks is governed by automatic block signals activated by the presence of trains.

**AMT** – Amtrak (National Railroad Passenger Corporation).

**BNSF** – Burlington Northern and Santa Fe Railway Company.

**Consist** – The composition of the complete train excluding the locomotive. The cars in a train.

**Cotton Belt** – See SSW.

**Crosstie or Tie** – The crosswise member of the track structure that holds and supports the rails of a track.

**CTC** – Centralized Traffic Control. A railroad operation where the movement of trains is directed by signals controlled from a designated central point.

**DART** – Dallas Area Rapid Transit.

**DCTA** – Denton County Transportation Authority.

**DGNO** – Dallas Garland & Northeastern Railroad, Inc.

**DMU** – Diesel Multiple Unit. A self-propelled passenger car used in commuter, regional, or intercity rail service and equipped with its own diesel power plant(s). Can be operated in multiples, with several cars controlled from the lead car. DMU's are essentially the revival of the RDC.

**FRA** – Federal Railroad Administration. A modal agency of the U. S. Department of Transportation with jurisdiction over matters of railroad safety and research.

**FRA Track Safety Standards** – Track safety standards for Classes 1-5 are established by 49 CFR Part 213, Subpart 8F. Class 1 has a **maximum** speed of 10 mph for freight and 15 mph for passenger traffic.

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

**FWWR** – Fort Worth and Western Railroad. Also operates Tarantula steam-powered excursion train.

**Hi-rail** – A truck or automobile with retractable flanged wheels so it may be used either on the highway or the railroad track.

**Interlocking** – A point on a railroad line where one or more routes converge or cross, requiring that signals displayed to trains are interlocked to avoid conflicts in the movement of trains using those routes.

**Jct** – Junction. A point where two railroad lines meet, usually with provision for operating trains from one line to the other.

**KCS** – Kansas City Southern Railroad.

**Main Line or Main Track** – The primary or most heavily used track of a railroad extending through yards and between stations of a major route.

**MP** – Milepost. A post or marker along a railroad right-of-way indicating the distance in miles to or from a given point.

**OMT** – Other Than Main Track. Secondary or branchline trackage not on a major route of a railroad over which trains are operated at restricted speed.

**Push-pull** – A passenger train consist that can be controlled from either the locomotive or a cab control car at the opposite end of the consist. When in the pull mode, the locomotive is pulling the consist; in the push mode, the locomotive is pushing the consist.

**Rail Weight or Rail Section** – The weight, in pounds, of a three-foot section of new rail, as for example, 115# rail (115 pounds per yard of length) and 136# rail (136 pounds per yard of length).

**RDC** – Rail Diesel Car. A self-propelled passenger car used in commuter or intercity rail service and equipped with its own diesel power plant. Can be operated in multiple(s),

with several cars controlled from the lead car. RDC's were manufactured by the Budd Company in the 1950's and early 1960's.

**Siding or Passing Track** – A track auxiliary to the main line for meeting or passing trains.

**Spur Track** – A track extending out from a main line or a siding, usually used for rail service to a customer's facility.

**SSW** – St. Louis Southwestern Railroad, also known as the Cotton Belt, now part of the Union Pacific Railroad Company.

**Tie or Crosstie** – The crosswise member of the track structure that holds and supports the rails of a track.

**Trackage Rights** – The right of one carrier to use track owned by another carrier pursuant to an agreement between them.

**TRE** – Trinity Railway Express (owned by Dallas Area Rapid Transit and Fort Worth Transportation Authority).

**Turnout** – A track arrangement (that includes a switch, rails, and a frog) that permits a diverging route from one track to another track.

**TWC** – Track Warrant Control. A railroad operation where the movement of trains through designated sections, or limits, of track is governed by verbal instructions issued

from a designated central point that are written and verified by a designated member of a train or maintenance crew.

**Ultrasonic Inspection** – A method of inspection for internal defects in rail using ultrasonic sound waves and electronic measuring equipment. Other means of providing a continuous search for internal defects in rail may also be used.

**UP** – Union Pacific Railroad Company.

**Yard** – A system of auxiliary tracks used for classifying, assembling, storing, and / or repairing railroad cars and equipment.

**Yard Limit** – Designated limits for a yard within which train and other movements are made at restricted speed and controlled locally rather than from a central point.