

## Common Railroad Terms Used on the Nickel City Line Railroad.

**3-step protection:** The protection given by a locomotive engineer to an employee working near, between, or under cars to which the locomotive is coupled, via a three-step process:

1. Fully apply independent brake.
2. Set reverser to neutral.
3. Turn off generator field (stop producing electrical power).

**Big hook:** A railroad crane

**CP:** (Followed by name of locations) Stands for Control Point.

**Consist:** The group of rail vehicles making up a train, or more commonly a group of locomotives connected together for multiple-unit (MU) operation

**Cornfield meet:** A [head-on collision](#) between two train

**Curfew:** A time period scheduled in advance when no trains operate, allowing maintenance employees to work on track or signals.

**Cut:** A set of cars coupled together

**Deadhead:** Movement of a crew from one point to another or to a train by vehicle transportation or by train.

**"Good Power":** This is a term used to describe when a crew is happy with the way the engines on a train are performing.

**"Get the lineup":** A term used to describe having a set of switches or signals setup to allow a train through a certain section of track.

**"Good Run":** A way to describe how a crew has done a good job moving a train quickly through a certain section of track.

**Head End:** The front of the train.

**Headroom:** Trains moved from origin yard to the main or a siding between terminals to make **room** in the yard to continue to build a train or trains.

**Hitch:** Slang term for coupler

**Hot box:** An overheated wheel bearing. This comes from the era before the widespread use of roller bearings where the ends of an axle rested in solid copper bearings housed in a journal box filled with oil soaked cotton waste. An overheated axle led to a hot *journal* box that often ignited the oiled waste. The term is used to refer to a railway wheel bearing that has over-heated due to internal friction caused by some fault in the bearing.

**"In the Hole":** When a train needs to be cleared off the main track and into a siding for another train, they sometimes refer to this as being "put in the hole".

**Interlocking:** Any location that includes a switch or crossing of two tracks, derived from the early practice of installation of a system of mechanical equipment called an *interlocking plant* to prevent collisions. Interlocking is also the term for the actual mechanical or electrical apparatus that prevents switch/points and signals from being operated in ways that would allow for conflicting train movements.

**Light Engines:** Name given for movements involving engines only, and no cars.

**OK:** Correct

**O.S.:** "On Sheet." When a train passes a control point in CTC or 251 territory, or a station in timetable and train-order territory, the time of its passage is noted on the train sheet in the proper place.

**Outlawed:** Train crew members who have reached their daily 12-hour maximum of hours worked and must cease working due to regulations

**Out:** "This is the end of my transmission to you and no answer is required or expected."

**Over:** "This is the end of my transmission to you and a response is necessary. Go ahead: transmit."

**Pig train:** A train devoted exclusively to intermodal traffic, generally trailers on flatcars or containers on flatcars.

**Power:** Another name for engines.

**Proceed on Signal Indication:** Train is cleared to proceed by the dispatcher but must wait for the authorizing signal to appear on the signal head.

**Protect:** A crew protects a train by flagging and locking the track, so they can work the cars.

**Read Back:** Please repeat my entire transmission back to me.

**Ready to Roll:** Engineer reports train is ready to depart current location.

**Ready to Copy:** Prepare to receive instructions.

**Recrew:** Crew used to bring a train into a terminal when the original crew has insufficient time to complete the trip and a second crew is necessary.

**Reverse Movement:** A movement that's opposite of the authorized direction.

**Roll-by or rollby:** Visual inspection of railroad equipment while it is in motion

**Runaround:** The practice of detaching a locomotive from its train, driving it to the other end of the train and re-attaching it, to allow the train to proceed in the direction it has just come from (e.g. when it reaches its destination and forms a service in the other direction).

**Safety Stop:** The train coming to a complete stop one car length's distance from cars to be coupled to. Then, upon direction from the brakeman, proceeding slowly toward the cars to be coupled to.

**Saw-By:** This is when two trains going opposite directions pass each other on a single track mainline, by one train going into a siding.

**Say Again:** "I have not understood your message, please SAY AGAIN". Usually used with prowords "ALL AFTER" or "ALL BEFORE"

**"Shove":** This is the traditional way of saying the engine is pushing the cars.

**Terminate:** End of train run

**"That'll do!":** This is the traditional railroad way for a crew member to tell the Engineer he can stop moving the train.

**Tie down:** To apply hand brakes to the trainset

**Track warrant (TWC):** A system for authorizing main track occupancy using defined points such as mileposts, switches, or stations.

**Train order:** A system for authorizing main track occupancy using telephone, telegraph, and wayside stations to pass authority to train crews.