

## 6. Glossary of rail-related terms<sup>22</sup>

**Accreditation** is required by organisations who undertake railway operations in NSW. For an organisation to be granted accreditation, ITSRR must be satisfied that they have the competency and capacity to implement a safety management system (SMS) which effectively controls the risks associated with carrying out its railway operations.

**Ballast** refers to material, usually stone, that surrounds the sleepers to hold them properly in place.

**Balloon loop** is track laid to form a loop usually at the end of a railway line where empty wagons are loaded from overhead bins, or full wagons are emptied through hopper doors in to under-track grates, all while the train is moving at low speed. The loop enables the train to effectively do a “U” turn.

**Commercial operations** are railway services operated for reward, but generally excluding the tourist and heritage sector.

**Freight trains** are designed and used for carrying freight, such as coal and minerals, grain, fuel, livestock and containers.

**Gauge** refers to the distance between the inside running faces of the two rails, measured between points 16 mm below the top of the rail heads.

**Standard gauge** is track gauge measuring 1435 mm, **broad gauge** measures 1600 mm and a **narrow gauge** measures 1067 mm.

**Hi-Rail** is a vehicle that is capable of running on both road and rail. Often these are standard road vehicles that have a pair of flanged rail wheels on the front and rear.

**Infrastructure** generally includes the track and its components eg. rails, sleepers, bridges, ballast, and signalling equipment. Generally the term does not include stations or terminals.

**Interlocking** is an arrangement of signal equipment that prevents conflicting movements of trains through junctions or crossings. It is designed so that it is impossible to give clear signals to trains unless the route to be used is proved to be safe.

**Network** refers to the connected track and infrastructure, generally owned or operated by a single organisation such as RailCorp.

**Network rules** are rules issued to mandate the requirements for safe operation on a rail network.

**Operator** is the person or body responsible by reason of ownership, control or management, for the provision, maintenance or operation of trains, or a combination of these; or a person or body acting on its behalf.

**Passenger journeys** in urban areas measures the number of point to point journeys for each passenger, irrespective of number of vehicles or mode used for the trip. For non-urban areas, it measures the number of point to point journeys for each passenger, but each change of vehicle along the route is a separate journey.

**Passenger trains** are designed and used for carrying passengers.

**Rail vehicle detection track** is a portion of track formed into an electric circuit where current is carried through the rails and used to detect the presence of trains. Track circuits are used in the operation and control of points and signalling equipment.

**Railway safety worker** is a person who has carried out, is carrying out or is about to carry out safety work. It includes a person who is employed by or engaged under a contract for services, including a trainee and a volunteer.

**Rolling stock** means any vehicle that operates on or uses railway track.

**Running line** is any line used for the through operation of trains inclusive of mainlines, branch lines, crossing loops and shunting yards.

**Safeworking system** is an integrated system of operating procedures and technology for the safe operation of trains and the protection of people and property on or in the vicinity of the railway.

**Sidings** are portions of railway track connected to a running line or another siding on which rolling stock can be placed clear of the running line and stabled. A **private siding** is owned and maintained by a person who does not own, control or manage the running line with which the siding connects or to which it has access.

**Shunt** is to move trains or vehicles on lines for the purposes other than through movement.

**Terminals** are places where freight is loaded onto or unloaded from trains.

**Track kilometres** refers to the length of operational track. This is distinct from the length of the corridor, as a corridor may contain more than one track.

**Track machines** are specialised pieces of rolling stock used on the rails to maintain infrastructure.

**Train kilometres (freight)** refers to the total kilometres travelled in NSW by an organisation's freight trains.

**Train kilometres (passengers)** refers to the total kilometres travelled in NSW by an organisation's passenger trains.

**Wheel flat** is the loss of roundness of the tread of a wheel caused by wheelslip or wheel slide.

**Wheel scale** refers to the build up of metallic material on a wheel tread's surface.

**Wrong side failure** refers to a failure in the signalling system which results in the signal displaying a less restrictive aspect than required, for example, showing a 'proceed' indication when a 'stop' is required.

<sup>22</sup> A number of definitions have been sourced from the Australasian Railway Association (ARA) Glossary at [www.ara.net.au/publications.htm](http://www.ara.net.au/publications.htm)