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PEOPLE'S REPUBLIC OF CHINA**

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Standard for terms of railway engineering

铁路工程术语标准

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1 General provisions

1.0.1 The standard was drawn up in order to regulate and unify the terms of railway engineering.

1.0.2 It applies to the planning, survey, design, construction and acceptance of railway engineering works.

1.0.3 It contains mainly the technical terms that are common and basic in railway engineering construction.

1.0.4 Besides complying with this standard, the terms of railway engineering shall also comply with the provisions of the relevant current national standards.

2 Basic terms

2.0.1 railway: a traffic line on which trains hauled by a locomotive, or trains carrying their own power equipment, run on a track.

2.0.2 railway engineering survey: survey work carried out for the investigation, design, construction and operational management of railway engineering works.

2.0.4 railway engineering geologic investigation: the whole process of meeting the needs of railway construction by establishing the site environment characteristics, the engineering geology and the hydrogeological conditions related to the railway works, analysing and evaluating the geological conditions and compiling the investigation results.

2.0.7 electrified railway: a railway that uses electrical energy as the traction power of the trains.

2.0.10 heavy haul railway: a railway that meets two of the following three conditions: train hauled mass of 8000 t or more; axle load of 27 t or more; annual traffic greater than 40 Mt over a line section of at least 150 km.

2.0.11 high-speed railway: a passenger dedicated line with a design speed of 250 km/h or more, including the speed reserved for later, on which multiple unit trains run and whose initial operating speed is not less than 200 km/h.

2.0.12 intercity railway: a passenger dedicated railway, fast, convenient and of high density, with a design speed of 200 km/h or less, serving adjacent cities or a city cluster.

2.0.13 mixed passenger and freight railway: a railway on which passenger trains and freight trains run on the same line and the design speed of the passenger trains is 200 km/h or less.

2.0.15 maglev transit: a railway system in which magnetic force suspends the vehicle above the guideway and a linear motor drives the train forward.

2.0.19 design speed: the maximum train running speed allowed in the design of the railway technical equipment, such as the line, the track, the bridges, the overhead contact line and the signalling.

2.0.22 maintenance window: in the train working diagram, the time reserved for construction and maintenance operations by not drawing train paths, or by adjusting or removing them.

2.0.25 settlement after track laying: the settlement of the infrastructure produced after the track laying works have been completed.