

**§ 236.813a**

**49 CFR Ch. II (10–1–02 Edition)**

**§ 236.813a State, most restrictive.**

The mode of an electric or electronic device that is equivalent to a track relay in its deenergized position.

[49 FR 3388, Jan. 26, 1984]

**§ 236.814 Station, control.**

The place where the control machine of a traffic control system is located.

**§ 236.815 Stop.**

As applied to mechanical locking, a device secured to a locking bar to limit its movement.

**§ 236.816 Superiority of trains.**

The precedence conferred upon one train over other trains by train order or by reason of its class or the direction of its movement.

**§ 236.817 Switch, electro-pneumatic.**

A switch operated by an electro-pneumatic switch-and-lock movement.

**§ 236.818 Switch, facing point.**

A switch, the points of which face traffic approaching in the direction for which the track is signaled.

**§ 236.819 Switch, hand operated.**

A non-interlocked switch which can only be operated manually.

**§ 236.820 Switch, interlocked.**

A switch within the interlocking limits the control of which is interlocked with other functions of the interlocking.

**§ 236.820a Switch, power-operated.**

A switch operated by an electrically, hydraulically, or pneumatically driven switch-and-lock movement.

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**§ 236.821 Switch, sectionalizing.**

A switch for disconnecting a section of a power line from the source of energy.

**§ 236.822 Switch, spring.**

A switch equipped with a spring device which forces the points to their original position after being trailed through and holds them under spring compression.

**§ 236.823 Switch, trailing point.**

A switch, the points of which face away from traffic approaching in the direction for which the track is signaled.

**§ 236.824 System, automatic block signal.**

A block signal system wherein the use of each block is governed by an automatic block signal, cab signal, or both.

**§ 236.825 System, automatic train control.**

A system so arranged that its operation will automatically result in the following:

(a) A full service application of the brakes which will continue either until the train is brought to a stop, or, under control of the engineman, its speed is reduced to a predetermined rate.

(b) When operating under a speed restriction, an application of the brakes when the speed of the train exceeds the predetermined rate and which will continue until the speed is reduced to that rate.

**§ 236.826 System, automatic train stop.**

A system so arranged that its operation will automatically result in the application of the brakes until the train has been brought to a stop.

**§ 236.827 System, block signal.**

A method of governing the movement of trains into or within one or more blocks by block signals or cab signals.

**§ 236.828 System, traffic control.**

A block signal system under which train movements are authorized by block signals whose indications supersede the superiority of trains for both opposing and following movements on the same track.

**§ 236.829 Terminal, initial.**

The starting point of a locomotive for a trip.

**§ 236.830 Time, acknowledging.**

As applied to an intermittent automatic train stop system, a predetermined time within which an automatic