

**Subpart G—Definitions****§ 236.700 Definitions.**

For the purpose of these rules, standards, and instructions, the following definitions will apply.

**§ 236.701 Application, brake; full service.**

An application of the brakes resulting from a continuous or a split reduction in brake pipe pressure at a service rate until maximum brake cylinder pressure is developed. As applied to an automatic or electro-pneumatic brake with speed governor control, an application other than emergency which develops the maximum brake cylinder pressure, as determined by the design of the brake equipment for the speed at which the train is operating.

**§ 236.702 Arm, semaphore.**

The part of a semaphore signal displaying an aspect. It consists of a blade fastened to a spectacle.

**§ 236.703 Aspect.**

The appearance of a roadway signal conveying an indication as viewed from the direction of an approaching train; the appearance of a cab signal conveying an indication as viewed by an observer in the cab.

**§ 236.704 [Reserved]****§ 236.705 Bar, locking.**

A bar in an interlocking machine to which the locking dogs are attached.

**§ 236.706 Bed, locking.**

That part of an interlocking machine that contains or holds the tappets, locking bars, crosslocking, dogs and other apparatus used to interlock the levers.

**§ 236.707 Blade, semaphore.**

The extended part of a semaphore arm which shows the position of the arm.

**§ 236.708 Block.**

A length of track of defined limits, the use of which by trains is governed by block signals, cab signals, or both.

**§ 236.709 Block, absolute.**

A block in which no train is permitted to enter while it is occupied by another train.

**§ 236.710 Block, latch.**

The lower extremity of a latch rod which engages with a square shoulder of the segment or quadrant to hold the lever in position.

**§ 236.711 Bond, rail joint.**

A metallic connection attached to adjoining rails to insure electrical conductivity.

**§ 236.712 Brake pipe.**

A pipe running from the engineman's brake valve through the train, used for the transmission of air under pressure to charge and actuate the automatic brake equipment and charge the reservoirs of the electro-pneumatic brake equipment on each vehicle of the train.

**§ 236.713 Bridge, movable.**

That section of a structure bridging a navigable waterway so designed that it may be displaced to permit passage of traffic on the waterway.

**§ 236.714 Cab.**

The compartment of a locomotive from which the propelling power and power brakes of the train are manually controlled.

**§§ 236.715–236.716 [Reserved]****§ 236.717 Characteristics, operating.**

The measure of electrical values at which electrical or electronic apparatus operate (e.g., drop-away, pick-up, maximum and minimum current, and working value).

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**§ 236.718 Chart, dog.**

A diagrammatic representation of the mechanical locking of an interlocking machine, used as a working plan in making up, assembling and fitting the locking.

**§ 236.719 Circuit, acknowledgment.**

A circuit consisting of wire or other conducting material installed between

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the track rails at each signal in territory where an automatic train stop system or cab signal system of the continuous inductive type with 2-indication cab signals is in service, to enforce acknowledgement by the engineman at each signal displaying an aspect requiring a stop.

**§ 236.720 Circuit, common return.**

A term applied where one wire is used for the return of more than one electric circuit.

**§ 236.721 Circuit, control.**

An electrical circuit between a source of electric energy and a device which it operates.

**§ 236.722 Circuit, cut-in.**

A roadway circuit at the entrance to automatic train stop, train control or cab signal territory by means of which locomotive equipment of the continuous inductive type is actuated so as to be in operative condition.

**§ 236.723 Circuit, double wire; line.**

An electric circuit not employing a common return wire; a circuit formed by individual wires throughout.

**§ 236.724 Circuit, shunt fouling.**

The track circuit in the fouling section of a turnout, connected in multiple with the track circuit in the main track.

**§ 236.725 Circuit, switch shunting.**

A shunting circuit which is closed through contacts of a switch circuit controller.

**§ 236.726 Circuit, track.**

An electrical circuit of which the rails of the track form a part.

**§ 236.727 Circuit, track; coded.**

A track circuit in which the energy is varied or interrupted periodically.

**§ 236.728 Circuit, trap.**

A term applied to a circuit used where it is desirable to provide a track circuit but where it is impracticable to maintain a track circuit.

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**§ 236.729 Cock, double heading.**

A manually operated valve by means of which the control of brake operation is transferred to the leading locomotive.

**§ 236.730 Coil, receiver.**

Concentric layers of insulated wire wound around the core of a receiver of an automatic train stop, train control or cab signal device on a locomotive.

**§ 236.731 Controller, circuit.**

A device for opening and closing electric circuits.

**§ 236.732 Controller, circuit; switch.**

A device for opening and closing electric circuits, operated by a rod connected to a switch, derail or movable-point frog.

**§ 236.733 Current, foreign.**

A term applied to stray electric currents which may affect a signaling system, but which are not a part of the system.

**§ 236.734 Current of traffic.**

The movement of trains on a specified track in a designated direction.

**§ 236.735 Current, leakage.**

A stray electric current of relatively small value which flows through or across the surface of insulation when a voltage is impressed across the insulation.

**§ 236.736 Cut-section.**

A location other than a signal location where two adjoining track circuits end within a block.

**§ 236.737 Cut-section, relayed.**

A cut-section where the energy for one track circuit is supplied through front contacts or through front and polar contacts of the track relay for the adjoining track circuit.

**§ 236.738 Detector, point.**

A circuit controller which is part of the switch operating mechanism and operated by a rod connected to a switch, derail or movable point frog to indicate that the point is within a specified distance of the stock rail.