§ 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.

[49 FR 3388, Jan. 26, 1984]

§ 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 brake application may be forestalled by means of the acknowledging device.

§ 236.831 Time, delay.
    As applied to an automatic train stop or train control system, the time which elapses after the onboard apparatus detects a more restrictive indication until the brakes start to apply.

[49 FR 3388, Jan. 26, 1984]

§ 236.831a Track, main.
    A track, other than auxiliary track, extending through yards and between