

## Federal Railroad Administration, DOT

## § 236.901

### § 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 stations, upon which trains are operated by timetable or train orders, or both, or the use of which is governed by block signals.

### § 236.832 Train.

A locomotive or more than one locomotive coupled, with or without cars.

### § 236.833 Train, opposing.

A train, the movement of which is in a direction opposite to and toward another train on the same track.

### § 236.834 Trip.

A movement of a locomotive over all or any portion of automatic train stop, train control or cab signal territory between the terminals for that locomotive; a movement in one direction.

CROSS REFERENCE: Trip-arm, see § 236.744.

### § 236.835 Trunking.

A casing used to protect electrical conductors.

### § 236.836 Trunnion.

A cylindrical projection supporting a revolving part.

### § 236.837 Valve, electro-pneumatic.

A valve electrically operated which, when operated, will permit or prevent passage of air.

### § 236.838 Wire, shunt.

A wire forming part of a shunt circuit.

## Subpart H—Standards for Processor-Based Signal and Train Control Systems

SOURCE: 70 FR 11095, Mar. 7, 2005, unless otherwise noted.

### § 236.901 Purpose and scope.

(a) *What is the purpose of this subpart?* The purpose of this subpart is to promote the safe operation of processor-based signal and train control systems, subsystems, and components that are safety-critical products, as defined in § 236.903, and to facilitate the development of those products.

(b) *What topics does it cover?* This subpart prescribes minimum, performance-based safety standards for safety-critical products, including requirements to ensure that the development, installation, implementation, inspection, testing, operation, maintenance, repair, and modification of those products will achieve and maintain an acceptable level of safety. This subpart also prescribes standards to ensure that personnel working with safety-critical products receive appropriate training. Each railroad may prescribe additional or more stringent rules, and other special instructions, that are not inconsistent with this subpart.

(c) *What other rules apply?* (1) This subpart does not exempt a railroad from compliance with the requirements of subparts A through G of this part, except to the extent a PSP explains to FRA Associate Administrator for Safety's satisfaction the following: