

**§ 236.746**

**§ 236.746 Feature, restoring.**

An arrangement on an electro-pneumatic switch by means of which power is applied to restore the switch movement to full normal or to full reverse position, before the driving bar creeps sufficiently to unlock the switch, with control level in normal or reverse position.

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**§ 236.747 Fore stall.**

As applied to an automatic train stop or train control device, to prevent an automatic brake application by operation of an acknowledging device or by manual control of the speed of the train.

**§ 236.748 [Reserved]**

**§ 236.749 Indication.**

The information conveyed by the aspect of a signal.

CROSS REFERENCE: Inductor, see § 236.744.

**§ 236.750 Interlocking, automatic.**

An arrangement of signals, with or without other signal appliances, which functions through the exercise of inherent powers as distinguished from those whose functions are controlled manually, and which are so interconnected by means of electric circuits that their movements must succeed each other in proper sequence, train movements over all routes being governed by signal indication.

**§ 236.751 Interlocking, manual.**

An arrangement of signals and signal appliances operated from an interlocking machine and so interconnected by means of mechanical and/or electric locking that their movements must succeed each other in proper sequence, train movements over all routes being governed by signal indication.

**§ 236.752 Joint, rail, insulated.**

A joint in which electrical insulation is provided between adjoining rails.

**§ 236.753 Limits, interlocking.**

The tracks between the opposing home signals of an interlocking.

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**§ 236.754 Line, open wire.**

An overhead wire line consisting of single conductors as opposed to multiple-conductor cables.

**§ 236.755 Link, rocker.**

That portion of an interlocking machine which transmits motion between the latch and the universal link.

**§ 236.756 Lock, bolt.**

A mechanical lock so arranged that if a switch, derail or movable-point frog is not in the proper position for a train movement, the signal governing that movement cannot display an aspect to proceed; and that will prevent a movement of the switch, derail or movable-point frog unless the signal displays its most restrictive aspect.

**§ 236.757 Lock, electric.**

A device to prevent or restrict the movement of a lever, a switch or a movable bridge, unless the locking member is withdrawn by an electrical device, such as an electromagnet, solenoid or motor.

**§ 236.758 Lock, electric, forced drop.**

An electric lock in which the locking member is mechanically forced down to the locked position.

**§ 236.759 Lock, facing point.**

A mechanical lock for a switch, derail, or movable-point frog, comprising a plunger stand and a plunger which engages a lock rod attached to the switch point to lock the operated unit.

**§ 236.760 Locking, approach.**

Electric locking effective while a train is approaching, within a specified distance, a signal displaying an aspect to proceed, and which prevents, until after the expiration of a predetermined time interval after such signal has been caused to display its most restrictive aspect, the movement of any interlocked or electrically locked switch, movable-point frog, or derail in the route governed by the signal, and which prevents an aspect to proceed from being displayed for any conflicting route.