



INSTITUTION OF RAILWAY SIGNAL ENGINEERS
MINOR RAILWAYS SECTION
GUIDELINE ON
**GLOSSARY OF SIGNALLING AND
TELECOMMUNICATIONS
TERMINOLOGY**

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Anyone who wishes to contribute additional items; or correct / amend any of the entries; or wants further information may contact the IRSE Minor Railways Section Document Co-ordinator at mrsdc@irse.org or via the IRSE Headquarters.

INTRODUCTION

This document defines the meaning of commonly used signalling and telecommunications terms to ensure that each term is clearly understood and always used to convey the same meaning.

This section includes terms in common use within railway Signalling or Telecommunications engineering, together with related railway operating and infrastructure terms. It is understood that this document cannot be all encompassing for all regions but relates only to Signal and Telecommunications Engineering. The Operations Department may have different understanding of the terms.

It also supplements other guidelines issued by the IRSE Minor Railway section.

The glossary is arranged in alphabetical order, with each entry shown in bold type. A word or group of words in italic type refers to another entry providing further information.

Some entries simply cross-refer to other entries. These may be abbreviations or terms referring to the full or more commonly used entry. Generally, the full definition is only given once.

The following have not been included;

- a) Terms specific to the internal component parts of electronic systems or subunits, for example, CPU, MPM, PPM. These are generic to many system types
- b) Specific terms relating to specialised activities such as signal sighting.

Signal Names.

The use of signal names such as Home Signal and Starting Signal refer to current accepted practice. Historically there have been regional variations of signal names, particularly for Home Signal, Inner Home Signal and Outer Home Signal. Some of these variations are shown but it is not a complete list.

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TERM	DEFINITION
ABSENCE SWITCH	A switch which, when operated, allows a SIGNAL BOX to be unmanned for a period by restricting the operation of some equipment, such as alarms.
ABSOLUTE BLOCK	A system of controlling trains, where (under normal operations) only one train is allowed into a BLOCK SECTION at a time. Proof of a section clear normally involves the observation of the train TAIL LAMP by the SIGNALMAN.
ABSOLUTE POSSESSION	See POSSESSION.
AC	Alternating Current
ACCEPTANCE	A block signalling term where a train is permitted to proceed towards the accepting signal box. The block regulations provide for circumstances under which a signalman may accept a train.
ACCEPTANCE LEVER	See direction lever.
ACCOMMODATION LEVEL CROSSING	A private vehicular LEVEL CROSSING connecting land in the same ownership separated by a railway line.
ADVANCED STARTING SIGNAL	In Block Signalling, a Stop Signal beyond the Starting Signal, and worked from the same Signal Box. An alternative term for Section Signal on the Western Region.
ADVANCED WARNING BOARD (AWB)	A sign incorporating a St. George's Cross provided on the APPROACH TO certain open LEVEL CROSSINGS to inform the driver to regulate the speed of the train in order to observe the restriction of speed which applies over the crossing.
ADVANCE WARNING INDICATOR (AWI)	A sign provided on the approach to a permanent or temporary speed restriction board.
ALIGHT	The internal illumination of signalling equipment.
ALPHANUMERIC ROUTE INDICATOR	A Route Indicator that conveys its information by illuminated alphanumeric characters. Designated "standard" and "miniature" as a reference to size and readability.
ANNETT'S KEY/LOCK	A locking mechanism, often for unlocking a ground frame or other equipment. The key may be held captive in an instrument or lock which can be released from the controlling signal box.
ANNUNCIATOR	An audible indicator, e.g. bell or buzzer.
ANTI-PRESELECTION	The prevention of preselecting a signalling function before the interlocking allows the function to be used.
APPARATUS CASE (OR CUPBOARD)	A housing containing equipment which is normally intended for outdoor use.
APPROACH CONTROL	The restriction of the <i>ASPECT</i> of a <i>SIGNAL</i> to ensure that the driver can comply with the <i>TURNOUT SPEED</i> or to control the speed of the train for a <i>SUBSIDIARY</i> or <i>SHUNTING SIGNAL</i> .

TERM	DEFINITION
APPROACH LOCKING	The locking of any <i>POINTS</i> or a <i>ROUTE</i> from a <i>SIGNAL</i> , when the driver has seen or may have seen a <i>PROCEED ASPECT</i> at the signal. If the signal is replaced to danger, the approach locking prevents the release of the route or points because it is possible that the approaching train may be unable to stop.
APPROACH RELEASE	An alternative term for <i>APPROACH CONTROL</i> .
APPROACH TO	An alternative term relating to <i>IN REAR OF</i> .
APPROACH LIGHTING	The lighting or illumination of a <i>SIGNAL</i> only on the approach of a train. If no train is approaching, no light is displayed.
AREA OF CONFLICT	A section of line <i>BEYOND</i> the <i>SIGNAL</i> at <i>DANGER</i> on which a head-on, crossing or same direction converging collision with another legitimately positioned train could occur in the event of a <i>SPAD</i> .
ASPECT	Any valid visual indication of a <i>SIGNAL</i> as displayed to the driver.
ASPECT LEVEL (OR LOCKING)	The level of <i>INTERLOCKING</i> required to be satisfied before a <i>SIGNAL</i> can display a proceed <i>ASPECT</i> .
ASPECT SEQUENCE	The order of the displayed <i>ASPECTS</i> to give the driver information about the aspect of the <i>SIGNAL</i> or signals ahead.
ASPECT SEQUENCE CHART	A diagram showing the sequence of <i>ASPECTS</i> displayed at successive <i>SIGNALS</i> .
ATTAINABLE SPEED	The maximum speed that a train able to achieve at a location.
AUDIBLE WARNING	An audible tone or bell that is sounded when the <i>LEVEL CROSSING</i> protection system is activated.
AUTOMATIC BARRIER CROSSING LOCALLY MONITORED (ABCL)	An <i>AUTOMATIC LEVEL CROSSING</i> equipped with <i>HALF-BARRIERS</i> and road lights at which the correct operation of the equipment is monitored by the train driver.
AUTOMATIC HALF BARRIER CROSSING (AHBC OR AHB)	An <i>AUTOMATIC LEVEL CROSSING</i> equipped with <i>HALF-BARRIERS</i> and road lights at which the correct operation of the equipment is monitored by the Signaller.
AUTOMATIC LEVEL CROSSING	A <i>LEVEL CROSSING</i> which is operated by the approaching trains and is not normally <i>INTERLOCKED</i> with protecting <i>SIGNALS</i> . Road light signals are provided. <i>HALF-BARRIERS</i> may be provided, depending on the type of automatic crossing.
AUTOMATIC OPEN CROSSING LOCALLY MONITORED (AOCL)	An <i>AUTOMATIC LEVEL CROSSING</i> equipped with road lights at which the correct operation of the equipment is monitored by the train driver. <i>BARRIERS</i> are not provided.
AUTOMATIC OPEN CROSSING REMOTELY MONITORED (AOCR)	An obsolescent type of <i>AUTOMATIC LEVEL CROSSING</i> , similar to an AHBC but without <i>BARRIERS</i> .
AUTOMATIC SIGNAL	A <i>SIGNAL</i> controlled by the passage of trains (normally <i>TRACK CIRCUITS</i>). It does not require any action by the <i>SIGNALMAN</i> .

TERM	DEFINITION
AUTOMATIC TRAIN PROTECTION (ATP)	A system used to transmit the state of the signalling to the cab of a train. The train borne equipment is operated by the system only in the event of the driver not controlling the train in accordance with the information displayed
AUTOMATIC WARNING SYSTEM (AWS)	A system that provides audible and visual warnings to the driver on the <i>APPROACH TO SIGNALS</i> , certain Level Crossings and some speed restrictions.
AUXILIARY TOKEN INSTRUMENT	A supplementary <i>TOKEN INSTRUMENT</i> , usually located at the end of a token section but remote from the signal box. It may also include the same <i>BLOCK SECTION</i> release controls as the main instrument.
AXLE COUNTER	A <i>TRAIN DETECTION SYSTEM</i> using track mounted equipment which counts the number of axles into and out of a <i>TRACK SECTION</i> .
BACKDRIVE	An additional drive connected to the <i>SWITCH RAILS</i> of a set of <i>POINTS</i> at a position closer to the <i>CROSSING</i> than the switch tips.
BACKLIGHT	An aperture provided at the rear of certain <i>SIGNAL</i> lamps to enable the <i>SIGNALMAN</i> to see that the signal is <i>ON</i> and <i>ALIGHT</i> .
BACKLOCKED	The condition of a lever which is locked to prevent its return to the fully <i>NORMAL</i> position.
BANNER REPEATING SIGNAL	A signal that provides the driver with preliminary information about the aspect a <i>SIGNAL</i> . Usually provided where sighting of the main <i>SIGNAL</i> is inadequate.
BARRIER (LEVEL CROSSING)	A device pivoted at the side of the carriageway (road) which is lowered when required to close the carriageway (road) to road users.
BARRIER CONTROL PEDESTAL	A separate operating console located in view of the <i>LEVEL CROSSING</i> under operation.
BARRIER PEDESTAL	A structure supporting the <i>BARRIER</i> and containing the operating equipment.
BARRIER SKIRT	The lattice (metal or plastic) attached to the <i>BARRIER</i> at some full barrier crossings, designed to reach the floor when the barriers are in the 'Down' position. It enables the railway to be fenced off when using full barriers.
BARRIERS UP INDICATOR	An indicator provided beyond a TMO crossing to indicate that the barriers have raised after the passage of a train.
BARROW CROSSING	A crossing (often at the end of a platform) for staff use. Protection, if provided, is by means of white lights that are <i>LIT</i> when it is safe to cross.
BAY PLATFORM	A generally shorter platform that serves a dead-end line.

TERM	DEFINITION
BERTH TRACK CIRCUIT	The <i>TRACK CIRCUIT</i> that is immediately on the <i>APPROACH TO</i> a <i>SIGNAL</i> .
BEYOND	An alternative term relating to <i>IN ADVANCE OF</i> .
BIASED	A term used in connection with relays where the relay will return to the original position – see also <i>POLAR BIASED</i>
BI-DIRECTIONAL LINE	A line on which the signalling permits trains to be signalled normally in either direction. See <i>BI-DIRECTIONAL SIGNALLING</i> .
BI-DIRECTIONAL SIGNALLING	Signalling which permits trains to be signalled normally in either direction on a <i>RUNNING LINE</i> .
BLINDER	A plate that covers a <i>BACKLIGHT</i> to enable the <i>SIGNALMAN</i> to see that a <i>SEMAPHORE SIGNAL</i> is operating correctly.
BLOCK BELL	A single stroke bell for communicating between <i>BLOCK POSTS</i> , <i>SIGNAL BOXes</i> , etc. by means of a code of audible signals.
BLOCK INSTRUMENT	The equipment in a <i>BLOCK POST</i> for the operation of <i>BLOCK SIGNALLING</i> on a double line of railway or for <i>TOKENLESS BLOCK</i> working on a single line of railway.
BLOCK JOINT	See <i>INSULATED BLOCK JOINT</i> .
BLOCK OVERLAP	An alternative name for <i>CLEARING POINT</i> .
BLOCK POST	A location at one end of a <i>BLOCK SECTION</i> , usually, but not always, a <i>SIGNAL BOX</i> .
BLOCK SECTION	The section of line between the <i>SECTION SIGNAL</i> of one <i>BLOCK POST</i> and the <i>HOME SIGNAL</i> of the next block post in the direction of travel.
BLOCK SHELF	A shelf, normally located above the <i>LEVER FRAME</i> , to hold equipment associated with the <i>SIGNALLING SYSTEM</i> and control of the line
BLOCK SIGNALLING	A system of controlling trains defined by <i>BLOCK SECTIONS</i> . See also <i>ABSOLUTE BLOCK</i> and <i>PERMISSIVE BLOCK</i> .
BLOCK SWITCH	Equipment located in a <i>SIGNAL BOX</i> which allows the signal box to be closed but maintain the correct operation of through trains. The <i>BLOCK SECTION</i> each side of the closed signal box will be operated as one section.
BLOCKING BACK	Term used when a train or <i>SHUNTING MOVEMENT</i> is allowed to occupy the line within the <i>CLEARING POINT</i> , or outside the <i>HOME SIGNAL</i> .
BLOCKING BACK (LEVEL CROSSINGS)	The formation of stationary or slow moving road traffic over a <i>LEVEL CROSSING</i> causing an obstruction to the line.
BONDING PLAN	A longitudinally scaled or dimensioned track layout plan showing both rails, insulated rail joints, track circuit cabling and associated equipment. See also <i>IRJ PLAN</i> .

TERM	DEFINITION
BONDS, BONDING	Generic terms for the electrical connections within a track circuit.
BOOM	An alternative term for barrier.
BOOM LIGHTS	Small red lights provided along the barrier that are <i>LIT</i> when the barrier is dropping or is down.
BOX TO BOX CIRCUIT	Direct Line running from one signal box to the next. The term may have described an omnibus circuit calling in at each signal box along a line of route.
BRACKET SIGNAL	A structure that incorporates an overhang, normally to position a <i>SIGNAL</i> for sighting purposes. Can also be known as a <i>CANTILEVER SIGNAL</i> .
BRAKING CURVE	A graphical representation of the <i>BRAKING DISTANCE</i> of train in relation to the gradient of the track, the braking characteristics and speed of the train.
BRAKING DISTANCE (EMERGENCY)	The distance in which a train is capable of stopping in an emergency.
BRAKING DISTANCE (SERVICE)	The distance in which a train is capable of stopping from a given speed, at such a deceleration for a passenger train that the passengers do not suffer discomfort or alarm.
BRIDLEWAY	As path designated for used by horse and pedestrians.
BUFFER STOP	A structure fixed at the end of a <i>RUNNING LINE</i> or <i>SIDING</i> to arrest slow moving vehicles. See also <i>STOP BLOCK</i> .
BUFFER STOP LIGHTS	The lights fixed to a <i>BUFFER STOP</i> .
CABLE ROUTE	The course of the main signalling and power cables. Often the cables are buried or laid in a protective covering.
CALLING-ON ROUTE	A <i>ROUTE</i> that is provided to permit a train movement into an <i>OCCUPIED</i> section.
CALLING-ON SIGNAL	A <i>SUBSIDIARY SIGNAL</i> used for movements into an <i>OCCUPIED</i> signal section.
CANT	The difference in level between the rail head centres of a curved track.
CANTILEVER	A structure that incorporates an overhang, normally to position a <i>SIGNAL</i> for sighting purposes. Can also be known as a <i>BRACKET SIGNAL</i> .
CASCADED CUT SECTION TRACK CIRCUIT	An arrangement for a <i>CUT SECTION TRACK CIRCUIT</i> in which the <i>RELAY</i> of one section is used to control the feed to the next section.
CATCH HANDLE	The handle on a mechanical lever attached to a latch which holds the lever in a specific position.
CATCH POINTS	<i>POINTS</i> provided to derail vehicles running back on rising gradients on a <i>RUNNING LINE</i> (see also <i>TRAP POINTS</i>).

TERM	DEFINITION
CATERHAM LOCKING	The <i>NORMAL</i> lie of points at a <i>TERMINAL STATION</i> that directs potential runaway trains to avoid a head-on collision.
CATTLE-CUM-TRESPASS GUARD	A device provided at a <i>LEVEL CROSSING</i> to deter animals and/or pedestrians from straying on to the railway.
CAUTION	An <i>ASPECT</i> which advises the driver that the next <i>SIGNAL</i> may be at <i>DANGER</i> . See also <i>PRELIMINARY CAUTION</i> .
CB	Central Battery CB Line – A telephone line where the power for the telephone is fed from the central equipment and the normal method of calling is by applying a telephone loop across the line. CB Telephone – Generally a telephone without a dial as used for signal post telephones.
CHECK LOCKING	An arrangement to prevent the full stroke of a lever in a <i>LEVER FRAME</i> until such time as the apparatus controlled by that lever has completed its movement. See also <i>INDICATION LOCKING</i> .
CIRCUIT CONTROLLER	A circuit switching device containing a number of contacts, each of which may be adjusted to make or break when operated by a lever, <i>SIGNAL</i> or <i>POINT</i> .
CLAMP LOCK	A point operating mechanism which locks the <i>POINTS</i> by directly clamping the closed <i>SWITCH RAIL</i> to the <i>STOCK RAIL</i> .
CLEAR (A SIGNAL)	To change a <i>SIGNAL</i> 's <i>ASPECT</i> from its most restrictive aspect to a less restrictive aspect.
CLEAR (ASPECT)	A <i>COLOUR LIGHT SIGNAL</i> that is displaying A <i>PROCEED ASPECT</i> or a <i>SEMAPHORE SIGNAL</i> in the <i>OFF</i> position.
CLEAR (TRACK SECTION)	The <i>TRACK SECTION</i> is clear of any train on a <i>TRACK CIRCUIT</i> or a section is clear of axles.
CLEARANCE BAR	A <i>DEPRESSION</i> (or lifting) <i>BAR</i> used to prove clearance usually between converging <i>ROUTES</i> . Can also be found on diverging <i>ROUTES</i> to prove a train has passed sufficiently clear of the junction.
CLEARANCE POINT	The minimum distance from <i>POINTS</i> and crossings at which <i>TRACK CIRCUIT</i> boundaries may be positioned, to prove that a vehicle on one track is in a position clear of a movement on an adjacent track – nominally 16'6" from the <i>FOULING POINT</i> for standard gauge track
CLEARING POINT	The point to which the line must be clear (with any <i>POINTS</i> in the correct position) before a train can normally be accepted from the <i>BLOCK POST</i> in rear.
CLOSURE RAIL	A rail located between <i>SWITCH</i> and <i>CROSSING</i> components, cut to a length to fit the requirements of the <i>TURNOUT</i> .

TERM	DEFINITION
CO-ACTING SIGNAL	An additional <i>SIGNAL</i> that is provided in exceptional circumstances for sighting reasons. It displays identical aspects to the main <i>SIGNAL</i> .
COLOUR LIGHT SIGNAL	A <i>SIGNAL</i> that conveys its information by means of coloured lights.
COMMISSIONING	The process of bringing into service including testing and hand over of a product or system.
COMMON RAIL	The rail of a single rail <i>TRACK CIRCUIT</i> that is electrically common to one or more adjacent track circuits or forms the traction return path. In non-electrified areas the common rail is bonded with track circuit bonding. In electrified areas the common rail is known as the traction return rail and carries the traction return current. It is therefore bonded with traction return bonding.
COMPETENT PERSON	A person who has the required knowledge and skills to carry out a particular rule regulation, instruction or procedure.
COMPREHENSIVE (OR FULL) APPROACH LOCKING	<i>APPROACH LOCKING</i> controls which will allow the immediate release of approach locking if there is no train within the <i>SIGHTING DISTANCE</i> of the outermost signal affected by the approach locking.
CONCENTRATOR	A telephone switchboard allowing the operator to answer or make a call on any one of a number of incoming telephone lines.
CONDITIONAL LOCKING	<i>INTERLOCKING</i> between two signalling functions which is dependent on the state of a third signalling function.
CONFLICTING LOCKING	<i>INTERLOCKING</i> between two signalling functions which require one or more <i>POINTS SET</i> in opposite positions.
CONFLICTING MOVEMENTS	Movements which would require two or more trains to occupy the same portion of track over all or part of its length.
CONTROL TABLE	A part of the signalling system specification that defines the detail of the signalling controls and <i>INTERLOCKING</i> for each signalling function, normally in tabular form.
CONTROLLED LEVEL CROSSING	A <i>LEVEL CROSSING</i> equipped with <i>GATES</i> or full <i>BARRIERS</i> that are interlocked with protecting <i>SIGNALS</i> . <i>ROAD TRAFFIC SIGNALS</i> may be provided. Additional barriers or <i>WICKET GATES</i> for pedestrians may be provided.
CONTROLLED SIGNAL	A <i>SIGNAL</i> that is controlled to its most restrictive <i>ASPECT</i> from a <i>SIGNAL BOX</i> or <i>GROUND FRAME</i> .
CONVERSE LOCKING	See <i>RECIPROCAL LOCKING</i> .
CORRELATION	The comparison of the signalling equipment with the design records to ensure that the two are in agreement.
CORRESPONDENCE	The agreement of the <i>INTERLOCKING</i> with the <i>DETECTED</i> state of a <i>SIGNALLING FUNCTION</i> .

TERM	DEFINITION
COSHH	Control of Substances Hazardous to Health. Legislation introduced in 1988.
COUNTER CONDITIONAL LOCKING	<i>INTERLOCKING</i> which prevents a condition, upon which other interlocking is dependent, from being bypassed.
CRANK HANDLE	A portable handle for insertion in <i>POINT MACHINES</i> to enable them to be operated manually.
CREEP SIGNALS	Alternative term for <i>LOADING / UNLOADING INDICATORS</i> .
CROSSING	A fabricated portion of the track layout which enables the rails of the two tracks to cross each other, while still providing support and guidance for smooth passage of vehicle wheels.
CROSSING BOX	An alternative name for a <i>GATE BOX</i> .
CROSSING KEEPER	A person appointed at a <i>GATE BOX</i> to carry out the normal operating procedure of a <i>LEVEL CROSSING</i> .
CROSSING TIME	Time taken for a user to traverse the <i>LEVEL CROSSING</i> from the decision point to a position of safety on the other side of the railway. Crossing time includes time taken for the user to make the decision to cross.
CROSSOVER	Two <i>TURNOUTS</i> connected to form a continuous passage between two parallel tracks. See <i>FACING</i> and <i>TRAILING</i> .
CUT SECTION (LINE CIRCUIT)	The sectioning of line circuits to avoid exceeding the maximum length allowed.
CUT SECTION (TRACK CIRCUIT)	The splitting of a train detection section into two or more track circuits to avoid exceeding the maximum length allowed. They will be indicated as one track section in the signal box.
DANGER (ASPECT)	An indication given by a <i>SIGNAL</i> to stop.
DEAD LOCKING	Locking which is not conditional on any other locking.
DEFECTIVE SIGNAL	A <i>SIGNAL</i> with a fault that affects its designed operation.
DEGRADED MODE CONDITIONS	The state of the part of the railway system when it continues to operate in a restricted manner due to the failure of one or more components.
DELAYED YELLOW (ASPECT)	A <i>COLOUR LIGHT SIGNAL ASPECT</i> to which <i>APPROACH CONTROL</i> has been applied where speed must be reduced before the next signal, e.g. <i>WARNING ROUTE</i> .
DEPRESSION BAR	A metal bar so mounted alongside the rail that it is depressed by the wheel flanges of a vehicle.
DERAILER	A safety device attached to a rail, that when passed over in the raised position, causes a derailment of a vehicle in an unauthorised movement.
DETECTED (POINTS)	Proved in the <i>NORMAL</i> or <i>REVERSE</i> position.
DETECTION	The proof of the position of <i>POINTS</i> , either <i>NORMAL</i> or <i>REVERSE</i> .

TERM	DEFINITION
DETONATOR	A small disc-shaped audible warning device, placed on the rail head, which explodes when a train passes over it. Used for emergency or protection of the line.
DIAMOND CROSSING	A crossing of two rail tracks.
DIRECT LINE	A telephone that only connects the user to one pre determined location.
DIRECT OPPOSING LOCKING	<i>INTERLOCKING</i> between two <i>ROUTES</i> in opposite directions for which the lie of the <i>POINTS</i> is the same.
DIRECT TRACK LOCKING	Locking of <i>POINTS</i> or <i>FACING POINT LOCKS</i> by a track circuit indicated as <i>OCCUPIED</i> .
DIRECTION LEVER	A non- <i>TOKEN</i> system of <i>SINGLE LINE</i> working usually requiring continuous train detection through the section. Also known as <i>ACCEPTANCE LEVER</i> block. Classified as a form of <i>TRACK CIRCUIT BLOCK</i> working.
DISC SIGNAL	A <i>SHUNTING SIGNAL</i> consisting of a small disc which rotates to indicate a change of <i>ASPECT</i> .
DISCONNECTED SIGNAL	A <i>SIGNAL</i> that has been adjusted to ensure that it only shows the most restrictive <i>ASPECT</i> .
DISCONNECTION BOX	A small equipment case containing cable terminations where circuit disconnections can be made.
DISTANT BOARD	A reflectorised sign that is the equivalent of a <i>FIXED DISTANT SIGNAL</i> .
DISTANT SIGNAL (COLOUR LIGHT AREA)	A <i>SIGNAL</i> that will show a <i>CAUTION</i> or a <i>PRELIMINARY CAUTION</i> as its most restrictive <i>ASPECT</i> and operates automatically dependant on the <i>ASPECTS</i> displayed at the next signal ahead.
DISTANT SIGNAL (MECHANICAL AREA)	A <i>SIGNAL</i> that displays a <i>CAUTION ASPECT</i> as its most restrictive and will only display a <i>PROCEED ASPECT</i> when all the stop signals on the same route associated with a block post are also displaying a <i>PROCEED ASPECT</i> . See also <i>SPLITTING DISTANT</i> signal. Can be either a colour light signal or a mechanical signal.
DISTANT WARNING BOARD	An alternative name for an <i>ADVANCED WARNING BOARD</i> .
DIVERGING ROUTE	In the signalling of junctions, any <i>ROUTE</i> that diverges from the fastest, main or straight.
DOG CHART	An alternative name for <i>LOCKING CHART</i> .
DOLL	A short post on a <i>CANTILEVER</i> , <i>GANTRY</i> or bracket, on which is mounted one or more <i>SEMAPHORE SIGNALS</i> .
DOUBLE JUNCTION	The point of junction of two double track routes. It comprises two <i>POINTS AND</i> a <i>DIAMOND CROSSING</i> .
DOUBLE SLIP	A combination of a <i>DIAMOND CROSSING</i> with four <i>POINTS</i> .

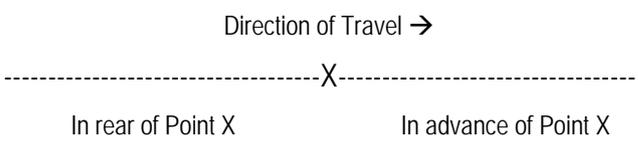
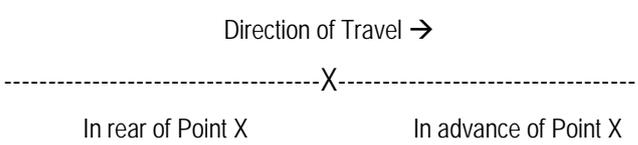
TERM	DEFINITION
DOUBLE YELLOW (ASPECT)	A preliminary <i>CAUTION ASPECT</i> displayed by a <i>COLOUR LIGHT SIGNAL</i> informing the driver to expect the next <i>MAIN SIGNAL</i> to be at <i>SINGLE YELLOW</i> .
DRAW AHEAD SIGNAL	A <i>POSITION LIGHT SIGNAL</i> which functions as a <i>CALLING-ON SIGNAL</i> or a <i>SHUNT AHEAD SIGNAL</i> .
DRIVER'S EYE LEVEL	The vertical distance between the driver's eyes when in the normal, seated position, and the crown of the <i>LEFT-HAND RAIL</i> . (This may be a nominal value, representative of several types of driving cab and/or the variation in the population of drivers. Alternatively, for a particular scenario, it may be a specific, measured value. Unless special circumstances dictate, driving seats are assumed to be adjusted vertically to their mid-position.)
DRIVER'S LEVEL CROSSING INDICATOR	An <i>INDICATOR</i> provided at certain types of <i>LEVEL CROSSINGS</i> to indicate to the driver the state of the crossing equipment.
DRIVER'S RED LIGHT	A <i>SIGNAL</i> that is displayed to a train driver approaching an <i>ABCL</i> or <i>AOCL</i> whenever the <i>DWL</i> is not <i>LIT</i> .
DRIVER'S WHITE LIGHT (DWL)	A <i>SIGNAL</i> that is displayed to a train driver approaching an <i>ABCL</i> or <i>AOCL</i> to indicate that the <i>LEVEL CROSSING</i> protection system has activated.
DROP SHUNT	The maximum value of resistance which, when placed across the rails at the relay end of a <i>TRACK CIRCUIT</i> , will cause the <i>RELAY</i> to de-energise (that is to just break the <i>FRONT CONTACTS</i>).
DRY LOOP	A circuit, with no flow of direct current.
DTMF	Dual Tone Multi Frequency – A term for push button telephone dialling method or "Touch-tone" (an AT&T trademark), by using two out of five tones.
DUMMY	A slang word for a ground shunting signal (mechanical or colour light)
DWL	Abbreviation for <i>DRIVER'S WHITE LIGHT</i> .
DYING PIG	A term used to describe an <i>ANNUNCIATOR</i> that sounds on the operation of a <i>TRACK CIRCUIT</i> or <i>TREADLE</i> on the approach to a signal box or a signaller operated level crossing and gradually reduces as a capacitor discharges through the <i>ANNUNCIATOR</i> .
ECONOMISER	Generally a <i>LEVER LOCK</i> contact internally wired in series with the coil such that the lock is not energised when the lever is not in the full travel position.
ELECTRIC KEY TOKEN (EKT OR ET) BLOCK	A signalling system on <i>SINGLE LINES</i> controlled by the use of physical <i>TOKENS</i> , only one of which can be released from the instruments at any one time.
ELECTRIC KEY TOKEN (EKT OR ET) INSTRUMENT	The equipment in a <i>BLOCK POST</i> or <i>SIGNAL BOX</i> for the operation of <i>ELECTRIC KEY TOKEN BLOCK</i> .

TERM	DEFINITION
ELN	Abbreviation for Emergency Lock Plunger, an <i>EMERGENCY RELEASE</i> device that allows the operation of a <i>FACING POINT LOCK</i> lever during a <i>TRACK CIRCUIT</i> failure.
EMERGENCY RELEASE	A device, usually sealed, to permit the operation of a signalling function in case of emergency or failure, which will bypass the failed electrical interlocking.
EMERGENCY SPEED RESTRICTION	A <i>TEMPORARY SPEED RESTRICTION</i> which has not been published in any railway operating notice, or which is more restrictive than shown, or which applies at a time not shown.
ENGINEERING TOKEN	A type of <i>TOKEN</i> that gives engineering staff <i>POSSESSION</i> of a single line. Often used where the single line is not controlled by any form of physical token.
ENTRANCE-EXIT (NX)	A <i>ROUTE</i> setting system on a geographical panel which is controlled by the operation of buttons or switches at the entrance and exit of the <i>ROUTE</i> .
EUROPEAN RAILWAY TRAFFIC MANAGEMENT SYSTEM (ERTMS)	An automatic train protection system (ATP) to replace the existing national ATP-systems
EXIT SIGNAL	The <i>SIGNAL</i> (or <i>BUFFER STOP</i> , <i>STOP BOARD</i>) at the end of a <i>ROUTE</i> .
FACING (DIRECTION)	The direction of traffic over <i>POINTS</i> where the train meets the <i>TOE</i> of the <i>SWITCH RAIL</i> first (diverging junction - the driver is "faced" with a choice of route).
FACING POINT LOC (ECONOMICAL)	A <i>FACING POINT LOCK</i> mechanically operated by the same lever that operates the <i>POINTS</i> .
FACING POINT LOCK (FPL)	A <i>MECHANICAL</i> means of physically locking <i>POINTS</i> so they cannot be moved, may be provided independently or incorporated in a <i>POINT MACHINE</i> .
FACING POINT LOCK BAR	A lifting bar to prevent the unlocking of <i>FACING POINTS</i> while a train is passing over them. Also known as a <i>LOCKING BAR</i> .
FACING POINTS	<i>POINTS</i> capable of carrying <i>RUNNING MOVEMENTS</i> in a <i>FACING DIRECTION</i> .
FAIL-SAFE	A design philosophy which results in any expected failure maintaining or placing the equipment in its most restrictive state.
FALSE CLEAR (TRACK CIRCUIT)	A condition where a <i>TRACK CIRCUIT</i> indicates the line is unoccupied when it is <i>OCCUPIED</i> by a train. This is a <i>WRONG SIDE FAILURE</i> .
FEATHER	A slang term for a white light junction indicator.
FIBRE-OPTIC INDICATOR	An indicator that uses optical fibres to provide the required illuminated indication.

TERM	DEFINITION
FIBRE-OPTIC SIGNAL	A <i>COLOUR LIGHT SIGNAL</i> that uses optical fibres to provide the required <i>ASPECTS</i> . Other uses include <i>BANNER</i> and <i>POSITION LIGHT SIGNALS</i> . See also <i>SEARCHLIGHT SIGNAL</i> .
FIRST CAUTION	The <i>SIGNAL ASPECT</i> which gives the driver the first indication of a need to stop. Can also be known as <i>PRELIMINARY CAUTION</i> .
FIRST WHEEL REPLACEMENT	A control applied to a <i>SIGNAL</i> which replaces it to its most restrictive <i>ASPECT</i> when the first wheel of the train occupies a <i>TRACK CIRCUIT</i> or other <i>TRAIN DETECTION</i> device immediately <i>BEYOND</i> the signal.
FIXED DISTANT SIGNAL	A <i>DISTANT SIGNAL</i> that is only capable of displaying a <i>CAUTION</i> . Can be either a <i>YELLOW ASPECT</i> or a <i>MECHANICAL DISTANT ARM</i> .
FLANK PROTECTION	Protection from overrunning movements approaching on converging tracks, usually by additional <i>SIGNAL</i> and/or point <i>INTERLOCKING</i> .
FLASHING DOUBLE YELLOW (ASPECT)	A <i>COLOUR LIGHT SIGNAL ASPECT</i> which informs the driver that the next <i>MAIN SIGNAL</i> is displaying a <i>FLASHING SINGLE YELLOW</i> .
FLASHING SINGLE YELLOW (ASPECT)	A <i>COLOUR LIGHT SIGNAL ASPECT</i> which informs the driver that the next <i>MAIN SIGNAL</i> is displaying a <i>SINGLE YELLOW</i> with a <i>JUNCTION INDICATOR</i> set for a <i>DIVERGING ROUTE</i> .
FOG SIGNAL	See <i>DETONATOR</i> .
FOOTPATH LEVEL CROSSING (FP)	A <i>LEVEL CROSSING</i> that is designated only for pedestrians.
FOULING BAR	A mechanically operated form of <i>TRAIN DETECTION</i> activated by the flange of a wheel (frequently confused with a <i>FACING POINT LOCK BAR</i>).
FOULING POINT	The place where a vehicle standing on a converging line would come into contact with a vehicle on another line.
FOUR ASPECT SIGNALLING	A system of colour light signalling which provides <i>RED</i> , <i>YELLOW</i> , <i>DOUBLE YELLOW</i> and <i>GREEN ASPECTS</i> in a manner which normally provides a <i>FIRST CAUTION</i> at least two <i>SIGNALS</i> before a Signal at red.
FREE WIRED INTERLOCKING	A <i>RELAY</i> based interlocking that comprises of individually wired relays, and other equipment, rather than pre-wired sets. Common systems in use conform to standardised systems such as examples are BR850 or E10K
FREQUENCY DIVISION MULTIPLEX (FDM)	A data transmission system that uses unique frequencies to separate channels over a single pair of conductors. Normally used for <i>VITAL INTERLOCKING</i> functions.
FROG	Another term for <i>CROSSING</i> .

TERM	DEFINITION
FULL BARRIERS	Single or double <i>BARRIERS</i> , provided at <i>CONTROLLED LEVEL CROSSINGS</i> , which extend across the whole width of a road. <i>BARRIER SKIRTS</i> may be provided.
FULL OVERLAP	An <i>OVERLAP</i> of at least 440 yards for semaphore signals or 200 yards (180 metres) where both the <i>HOME</i> and <i>DISTANT</i> are <i>COLOUR LIGHT SIGNALS</i> . Distances vary dependant on line speed.
GANTRY	A structure spanning one or more tracks and having two or more points of support.
GATE (LEVEL CROSSING)	A device pivoted at the side of the road (or <i>FOOTPATH</i> or <i>BRIDLEWAY</i>) which is closed when required to enable trains to pass. The gate may close across the railway when the road is open.
GATE BOX	A control point provided for the supervision of one or more <i>LEVEL CROSSINGS</i> which are not controlled directly by a <i>SIGNAL BOX</i> . A Gate Box is not a <i>BLOCK POST</i> .
GATE STOP (RAIL)	A device that holds the <i>GATE</i> locked across the railway. Part of this device may be fixed.
GATE STOP (ROAD)	A device that is normally flush with the road surface and rises as the gate approaches to hold the <i>GATE</i> locked across the roadway.
GATE STOP LEVER	Lever that, when placed from <i>REVERSE</i> to the backlock ('B') position, lowers the rail stops and prepares the rising of the road stops. When placed fully <i>NORMAL</i> , it locks the road stops in the raised position. Interlocked with the signalling.
GATE WHEEL	A wheel provided in a <i>SIGNAL BOX</i> or <i>GATE BOX</i> with which the <i>SIGNALMAN</i> or <i>CROSSING KEEPER</i> operates the <i>GATES</i> .
GEOGRAPHICAL INTERLOCKING	An <i>INTERLOCKING</i> where standard pre-assembled modules are provided for each signalling function which are arranged and electrically interconnected in a geographical manner.
GREEN (ASPECT)	Displayed by a <i>COLOUR LIGHT SIGNAL</i> , indicates to the driver that the next <i>SIGNAL</i> is showing a <i>PROCEED ASPECT</i> .
GROUND FRAME	A normally unmanned control point containing levers (and/or other equipment) to permit the local operation of <i>POINTS</i> and/or <i>SIGNALS</i> . The local operation is usually dependent upon a release being given from a <i>SIGNAL BOX</i> or by a key on a <i>TRAIN STAFF</i> or by a <i>TOKEN</i> . See also <i>SHUNT FRAME</i> .
GROUND POSITION LIGHT SIGNAL (GPL)	A <i>POSITION LIGHT SIGNAL</i> mounted at ground level.
GROUND SHUNT SIGNAL	A <i>SHUNTING SIGNAL</i> at ground level.
GROUND SWITCH PANEL	A <i>GROUND FRAME</i> which only uses switches or buttons as operating devices.

TERM	DEFINITION
HALF-BARRIER	A <i>BARRIER</i> for closing the entrance to a <i>LEVEL CROSSING</i> to the oncoming road traffic, whilst maintaining the exit from the crossing open.
HAND POINTS	<i>POINTS</i> work manually by an independent lever adjacent to the points that are not interlocked with signals.
HANDSIGNAL	An indication given to a driver, or other personnel as required, to be used in the absence of a <i>SIGNAL</i> .
HEADWAY	The shortest distance or time interval between two following trains, so that the second train can run at normal operating speed without being restricted by the <i>SIGNAL ASPECTS</i> .
HEEL	The end of the <i>SWITCH RAIL</i> which is fixed in position.
HER MAJESTY'S RAILWAY INSPECTORATE (HMRI)	A branch of the Office of the Rail Regulator (ORR) which accepts Safety Cases, and enforces health and safety.
HOME NORMAL CONTROL (HNC)	The <i>HOME SIGNAL LEVER</i> is proved <i>NORMAL</i> (and the <i>SEMAPHORE SIGNAL</i> arm proved <i>ON</i> , where repeated) before the <i>SIGNALMAN</i> can give <i>LINE CLEAR</i> to the <i>BLOCK POST</i> in rear. This prevents the signalman giving permission for a train to approach when the home signal is not on. Also known as home normal contact or home normal proving. See also <i>INTERLINKING</i> and <i>SEQUENTIAL LOCKING</i> .
HOME SIGNAL	In <i>BLOCK SIGNALLING</i> , the first <i>STOP SIGNAL</i> on the <i>APPROACH TO</i> , and worked from, a <i>SIGNAL BOX</i> .
HOT LINE	A telephony feature that provides a direct connection through a public or private automatic telephone system, initiated by lifting the handset, to a pre-determined destination without dialling.
HOT STRIP	A segment in a <i>COLOUR LIGHT SIGNAL</i> lens which deflects a portion of the beam for short range viewing by the driver stopped at the signal.
HSE	Health & Safety Executive (railway duties now with the ORR)
HUDDERSFIELD CONTROL	<i>INTERLOCKING</i> between a <i>SIGNAL</i> and a <i>CALLING-ON ROUTE</i> leading up to the signal.
HYDRO-PNUMATIC POINTS	A particular type of <i>TRAIN OPERATED POINTS</i> .
IDENTIFICATION LABEL	Any sign or label fixed to the outside of a telephone, to help locate the telephone and indicate its function.
IEE	Institution of Electrical Engineers (Now the IET).
IFS	Abbreviated term for <i>INDIVIDUAL FUNCTION SWITCH</i> .
ILLUMINATED DIAGRAM	A <i>SIGNAL BOX DIAGRAM</i> on which <i>TRACK CIRCUIT</i> and other indications are provided by means of lights on a representation of the track layout.

TERM	DEFINITION
IN ADVANCE OF	<p>In relation to a location or equipment on or alongside the track, positioned such that a train reaches it after passing another defined location (see also <i>BEYOND</i>).</p> 
IN REAR OF	<p>In relation to a location or equipment on or alongside the track, positioned such that a train reaches it before passing another defined location (see also <i>APPROACH TO</i>).</p> 
INDICATION LOCKING	A Western Region term for <i>CHECK LOCKING</i> , often applied to levers controlling <i>POWER OPERATED POINTS</i> .
INDICATOR (SIGNAL BOX)	A visual device which displays the position or condition of an item of signalling equipment.
INDIVIDUAL FUNCTION SWITCH (IFS)	A non-route setting panel where each switch or button performs a separate function.
INFORMATION LABEL	A label usually fitted to an internal surface of a telephone housing, providing essential information to the user.
INNER HOME SIGNAL	A term used on some railways for a second <i>HOME SIGNAL</i> at a <i>SIGNAL BOX</i> , particularly where the first home signal does not protect a set of <i>POINTS</i> (e.g. Great Western Railway and BR(WR)).
INSELLS LOCK	A means of holding a <i>SIGNAL</i> in advance of a diverging junction at red where there is a risk of misreading or <i>READING THROUGH</i> .
INSULATED BLOCK JOINT	An alternative term for <i>INSULATED RAIL JOINT</i> .
INSULATED RAIL JOINT (IRJ)	A joint between two rail sections with insulation.
INTERLINKING	<i>SIGNAL BOX</i> controls to enforce electrical <i>SEQUENTIAL LOCKING</i> by proving the <i>HOME</i> and <i>DISTANT SIGNALS ON</i> and the <i>BERTH TRACK CIRCUIT CLEAR</i> before allowing <i>LINE CLEAR</i> and the <i>ACCEPTANCE</i> of a train.
INTERLOCKING	A general term applied to the controlling of the setting and release of <i>SIGNALS</i> and <i>POINTS</i> to prevent unsafe conditions arising, and the equipment which performs this function. Can be applied to mechanical or electrical equipment
INTERLOCKING FRAME	An alternative term for <i>LEVER FRAME</i> .

TERM	DEFINITION
INTERMEDIATE BLOCK (HOME) SIGNAL	A <i>SIGNAL</i> controlling the exit from an <i>INTERMEDIATE BLOCK SECTION</i> .
INTERMEDIATE BLOCK SECTION	A train detected portion of line between the <i>SECTION SIGNAL</i> and the <i>INTERMEDIATE BLOCK SIGNAL</i> , both of which are operated from the same <i>SIGNAL BOX</i> or <i>BLOCK POST</i> . It is situated between adjacent <i>SIGNAL BOX</i> es or <i>BLOCK POST</i> s to improve <i>HEADWAY</i> .
INTERMEDIATE TOKEN INSTRUMENT	A mid section <i>TOKEN INSTRUMENT</i> , usually located at a <i>GROUND FRAME</i> and associated with shutting-in facilities. Does not include <i>BLOCK SECTION</i> release controls on the section signals.
IRJ PLAN	A Western Region term for <i>BONDING PLAN</i> .
IS (ARE) REQUIRED	Used to indicate choices where firmer guidance might be indicated.
ISOLATE	To take electrical equipment out of use.
JOINTLESS TRACK CIRCUIT (JTC)	A <i>TRACK CIRCUIT</i> which does not require <i>INSULATED RAIL JOINTS</i> at its extremities.
JUMPER	An interconnection cable to provide electrical continuity. Normally associated with track circuits.
JUNCTION INDICATOR	An <i>INDICATOR</i> provided at a <i>JUNCTION SIGNAL</i> to inform the driver that a junction is set for a diverging route.
JUNCTION SIGNAL	Any <i>SIGNAL</i> that has more than one running <i>ROUTE</i> and is capable of displaying an indication of the route.
KEY TOKEN	A type of <i>TOKEN</i> used for <i>ELECTRIC TOKEN BLOCK</i> and is normally restrained within a <i>TOKEN INSTRUMENT</i> .
KING LEVER	A lever which, when operated, releases the <i>INTERLOCKING</i> between other levers. It is usually provided for the purpose of switching out a <i>SIGNAL BOX</i> .
KIOSK	A London Underground term for <i>LOCATION</i> case
LADDER JUNCTION	A sequence of <i>POINTS</i> on a multi-track section of railway arranged as a series of <i>CROSSOVERS</i> .
LAMP PROVING	A system that ensures the required lamp is <i>ALIGHT</i> by measuring the current drawn by an electric lamp or by detecting the heat rising from an oil lamp.
LAST WHEEL REPLACEMENT	A control applied to a <i>SIGNAL</i> which replaces it to its most restrictive <i>ASPECT</i> when the last wheel of the train clears the <i>BERTH TRACK CIRCUIT</i> of the signal after it occupies the <i>TRACK CIRCUIT</i> or other <i>TRAIN DETECTION</i> device immediately <i>BEYOND</i> the signal.
LATCHED	A term used in connection with relays where the relay will remain in the last operated position when no supply is present
LED SIGNAL	A <i>COLOUR LIGHT SIGNAL</i> that uses Light Emitting Diode technology in place of incandescent lamps and coloured filters.

TERM	DEFINITION
LEFT-HAND RAIL	The left-hand rail of the track to which a <i>SIGNAL</i> (or equipment) relates, as viewed from a train approaching the signal.
LEFT HAND SWITCH CLOSED (LHSC)	A term to describe the position of a point.
LEVEL CROSSING (LC)	An intersection at the same elevation of a road and one or more rail tracks.
LEVEL CROSSING GATE	See <i>GATE (LEVEL CROSSING)</i> .
LEVEL CROSSING ORDER	A legal document, made by the Secretary of State, which details the controls to be provided and the circumstances in which a <i>LEVEL CROSSING</i> may be brought into use.
LEVEL CROSSING WARNING SIGN	Alternative name for <i>ADVANCED WARNING BOARD</i> .
LEVER	A mechanical device for operation signalling equipment either mechanically or electrically.
LEVER BANDS	Contacts housed in a <i>CIRCUIT CONTROLLER</i> that is associated with a <i>LEVER</i> .
LEVER COLLAR	A device which, when applied, is a reminder that a <i>LEVER</i> in a <i>LEVER FRAME</i> must not be operated or only operated under certain conditions. See <i>REMINDER APPLIANCE</i> .
LEVER FRAME	A frame in which <i>LEVERS</i> working <i>SIGNALS</i> , <i>POINTS</i> and other equipment in the area are mounted together and usually <i>INTERLOCKED</i> .
LEVER LEAD	A Western Region term for a <i>LEVER PLATE</i> .
LEVER LOCK	An electro-mechanical mechanism fitted to hold (and release) the <i>LEVER</i> in a predetermined position.
LEVER PLATE	An identification plate fixed to a <i>LEVER</i> (or sometimes behind the <i>LEVER</i>), describing the lever function together with the order of pulling details. Also known as <i>PULL PLATE</i> , <i>LEVER LEAD</i> , or Lever Badge.
LEVER WORKED TO MAINTAIN LOCKING	A spare <i>LEVER</i> , formally controlling a signalling function but remaining connected to the <i>MECHANICAL LOCKING</i> , that is required to be worked to allow other <i>LEVERS</i> to be operated. Sometimes shown as "Spare Worked to Maintain Locking".
LIME STREET CONTROLS	The ability to allow a <i>PERMISSIVE</i> move to take place into an occupied platform by having suitably measured the length of the second train and the space available in the platform. The lengths of <i>SIGNAL BERTH TRACK CIRCUIT</i> and platform <i>TRACK CIRCUIT</i> are designed to enable these controls to be performed.
LIMIT OF SHUNT INDICATOR (LOS)	A sign to terminate a <i>SHUNTING MOVEMENT</i> along a line in the <i>WRONG DIRECTION</i> . It is to be treated as a <i>SHUNTING SIGNAL</i> which is fixed at stop.

TERM	DEFINITION
LIMIT OF SHUNTING MOVEMENTS SIGN	A sign to indicate the limit of certain <i>SHUNTING MOVEMENTS</i> . It may be passed for other movements to which it does not apply.
LINE BLOCKED (LB)	The normal state of a <i>BLOCK SECTION</i> when permission has <u>not</u> been given for a train to enter it.
LINE CAPACITY	For a given section of line, the practical maximum number of trains per hour permitted by the signalling system.
LINE CLEAR (LC)	The state of the <i>BLOCK SECTION</i> after a train has been accepted but before it has entered the section.
LINE SPEED	The permissible speed of trains on a route of railway. Also known as <i>PERMISSIBLE SPEED</i> .
LINESIDE TELEPHONE	Any fixed telephone installed on or about the railway and required for day-to-day running of the railway.
LIT	An alternative term for <i>ALIGHT</i> .
LOADING/UNLOADING INDICATORS	Indicators that relay movement instructions to drivers when controlling trains in sidings. Also known as Toton or <i>CREEP SIGNALS</i> .
LOCAL CONTROL UNIT (LCU)	Equipment provided at an <i>AUTOMATIC LEVEL CROSSING</i> to enable it to be manually operated locally. A local control unit may also be provided to enable other equipment to be operated locally.
LOCATION (CASES)	One or more signalling lineside apparatus housings at a particular site.
LOCK STRETCHER	A <i>STRETCHER</i> bar that is secured by a <i>FACING POINT LOCK</i> .
LOCKED	The state of any signalling function or item of equipment when it is conditionally or unconditionally prevented from changing state or position by other parts of the signalling system.
LOCKING BAR	An alternative name for <i>FACING POINT LOCK BAR</i> .
LOCKING CHART	A pictorial representation of the <i>INTERLOCKING</i> elements required for <i>MECHANICAL LOCKING</i> , sometimes referred to as "Dog Chart"
LOCKING LEVEL	The <i>INTERLOCKING</i> level where controls between signalling functions are required to be satisfied before a <i>ROUTE</i> can be set.
LOCKING SKETCH	A Western Region term for <i>SIGNALLING PLAN</i>
LONG SECTION TOKEN	A <i>TOKEN</i> section covering two or more <i>SINGLE LINE</i> sections when the <i>SIGNAL BOX</i> es or <i>BLOCK POST</i> s are switched out. May also apply to <i>TABLET</i> or <i>TRAIN STAFF</i> sections.
LONGITUDINAL POSITION	The position of a <i>SIGNAL</i> (or other piece of equipment) along the track, usually specified in terms of miles and chains (or yards), or kilometres from a specified datum point.

TERM	DEFINITION
LOWER QUADRANT	A term applied to a <i>SEMAPHORE SIGNAL</i> whose <i>CLEAR</i> position is designated by the arm below the horizontal.
MAGNETO	Magneto signalling; A simple low frequency ac ringing supply originally 16 2/3 Hz but latterly 25Hz at about 75 volts. Magneto Telephone; A type of local battery telephone fitted with an internal generator that will generate its own ringing supply. Magneto Circuit; A dry loop speech circuit with magneto signalling.
MAIN (ROUTE CLASS)	A <i>ROUTE</i> from one <i>MAIN SIGNAL</i> to the next that allows running moves. It requires the section and <i>OVERLAP</i> to be <i>CLEAR</i> .
MAIN ARM	An arm of a <i>SEMAPHORE MAIN SIGNAL</i> controlling a <i>RUNNING MOVEMENT</i> .
MAIN ASPECT	The <i>RED, YELLOW, DOUBLE YELLOW</i> or <i>GREEN ASPECT</i> of a <i>COLOUR LIGHT SIGNAL</i> .
MAIN SIGNAL	A <i>COLOUR LIGHT SIGNAL</i> capable of displaying a <i>MAIN ASPECT</i> or a <i>SEMAPHORE DISTANT</i> or <i>STOP SIGNAL</i> .
MAINTAINED LOCKING	An alternative term for <i>ROUTE LOCKING</i> .
MANNED CONTROLLED BARRIERS (MCB)	A <i>CONTROLLED LEVEL CROSSING</i> with <i>FULL BARRIERS</i> operated by a <i>SIGNAL BOX</i> or <i>GATE BOX</i> .
MANNED LEVEL CROSSING	A <i>LEVEL CROSSING</i> that is operated or supervised by a member of the railway staff.
MAY	Used where guidance suggests optional choice.
MECHANICAL	Operated directly without any form of power assistance.
MECHANICAL DISTANT ARM	Normally a 4 -5 arm that has a fishtail at its end and is coloured yellow with a black chevron
MECHANICAL LOCKING	A method of <i>INTERLOCKING</i> where the components are movable metal pieces which physically lock and prevent the movement of one lever against another.
MINIATURE ARM	An arm of a <i>SEMAPHORE SIGNAL</i> which is smaller than a <i>MAIN ARM</i> but does not control a <i>RUNNING MOVEMENT</i> .
MINIATURE LEVER FRAME	A <i>LEVER FRAME</i> of miniature <i>LEVERS</i> for the control of power operated signalling.
MINIATURE RED/GREEN LIGHTS (R/G)	An alternative term for <i>MINIATURE STOP LIGHTS</i> .
MINIATURE STOP LIGHTS (MSL)	An <i>AUTOMATIC LEVEL CROSSING</i> equipped with miniature red/green warning lights operated by approaching trains.
MINIATURE WARNING LIGHTS (MWL)	An obsolete term for <i>MINIATURE STOP LIGHTS</i> .

TERM	DEFINITION
MINITURE ALPHANUMERIC ROUTE INDICATOR (MARI)	An alphanumeric display presented to the driver to indicate the route set. It is for short range use. Also known as <i>STENCIL INDICATOR</i> .
MOTOR OPERATED	Power operated by a motor or similar device connected to the signal arm (applicable to <i>SEMAPHORE SIGNALS</i>). Can also apply to <i>POINTS</i> and some other equipment.
MULTI-LAMP ROUTE INDICATOR	A large alphanumeric route indicator (normally used in conjunction with a <i>MAIN SIGNAL</i> , or sometimes a <i>SEMAPHORE SIGNAL</i>), where the indication letters and numbers are formed by a combination of lamps. See also <i>THEATRE INDICATOR</i> .
MULTIPLE ASPECT SIGNALLING	A system of signalling using <i>COLOUR LIGHT SIGNALS</i> , <i>TRACK CIRCUITS BLOCK</i> and usually <i>ROUTE SETTING</i> .
MUST	Used only where there is a legal or statutory requirement to the measures being described.
NEUTRAL	A term used in connection with relays where the polarity of the supply does not affect the relay operation
NO BLOCK	A system of operating rail traffic where the condition of the <i>BLOCK SECTION</i> is not monitored.
NO SIGNALMAN KEY TOKEN (NSKT OR NST)	A system of working trains on a <i>SINGLE LINE</i> using an <i>ELECTRIC TOKEN</i> , where the <i>TOKEN INSTRUMENTS</i> at one or both ends of the section may be operated by the train crew. The movement of all trains into the <i>SECTION</i> is monitored by a <i>SIGNALMAN</i> , who gives a release for each <i>TOKEN</i> issued. May also apply to <i>TABLET</i> or <i>TRAIN STAFF</i> sections.
NO SIGNALMAN TOKEN WITH REMOTE CROSSING LOOPS (NSTR)	A system of working trains on a <i>SINGLE LINE</i> with the driver or other authorised person responsible for operating the <i>TOKEN INSTRUMENTS</i> at one or more locations remote from the <i>SIGNAL BOX</i> , after obtaining verbal permission from the <i>SIGNALMAN</i> .
NON-BLOCK SIGNAL	A <i>SIGNAL</i> provided within a <i>BLOCK SECTION</i> that does not have block section controls. Normally provided for <i>LEVEL CROSSING</i> protection.
NON-VITAL	A term for a description applied to those parts of the signalling system whose failure or non-availability does not directly endanger rail traffic or reduce the integrity of the signalling system.
NORMAL (ASPECT)	The most restrictive <i>ASPECT</i> of a <i>CONTROLLED SIGNAL</i> .
NORMAL (LEVER)	Position of a <i>LEVER</i> in the <i>LEVER FRAME</i> when the lever has not been pulled (i.e. back in the frame).
NORMAL (POINTS)	Position of <i>POINTS</i> when the lever to which they are connected is <i>NORMAL (LEVER)</i> .

TERM	DEFINITION
NSTR	An abbreviation for <i>NO SIGNALMAN TOKEN WITH REMOTE CROSSING LOOPS</i> .
NX	Abbreviated term for <i>ENTRANCE-EXIT</i>
OBSCURATION	The obscuring or hiding of a <i>SIGNAL</i> or part of a <i>SIGNAL</i> which impairs sighting.
OCCUPATION	An alternative term for <i>POSSESSION</i> .
OCCUPATION LEVEL CROSSING	A private <i>LEVEL CROSSING</i> which gives access between premises and a public highway or between land/premises under common occupation but divided by the railway line.
OCCUPIED (OCC)	A section of track having any part of a train on it.
OCS	An abbreviated term for <i>ONE CONTROL SWITCH</i> .
OFF (ASPECT)	A <i>PROCEED ASPECT</i> in a <i>COLOUR LIGHT SIGNAL</i> , or the arm of a <i>SEMAPHORE SIGNAL</i> or <i>DISC SIGNAL</i> inclined at 35 degrees or more.
OFF INDICATOR	An <i>INDICATOR</i> that displays the word "OFF", to indicate that the <i>SIGNAL</i> ahead is <i>CLEAR</i> ed prior to starting the train, usually associated with a <i>PLATFORM STARTING SIGNAL</i> .
OMNIBUS TELEPHONE	A type of telephone designed to be used in parallel with others along the length of a common line and using various means of selection and ringing. Often there is no provision for privacy between telephones. Alternatively a local battery powered telephone suitable for operation in parallel across a common line with single polarity or multi button polarised battery coded ringing.
ON (ASPECT)	A <i>RED ASPECT</i> in a <i>COLOUR LIGHT STOP SIGNAL</i> , or <i>YELLOW ASPECT</i> in a <i>COLOUR LIGHT DISTANT SIGNAL</i> , or the arm of a <i>SEMAPHORE SIGNAL</i> or a <i>DISC SIGNAL</i> in the horizontal position.
ONE ACCEPTANCE BLOCK	In <i>ABSOLUTE BLOCK</i> , prevents the <i>SIGNALMAN</i> from accepting a second train without the first having occupied and cleared the <i>HOME SIGNAL BERTH TRACK CIRCUIT</i> .
ONE CONTROL SWITCH (OCS)	A type of <i>ROUTE SETTING</i> control panel having one switch (or other device) to control each <i>ROUTE</i> .
ONE PULL (RELEASE)	Allows the <i>SIGNALMAN</i> to operate the <i>SECTION SIGNAL</i> only once for each <i>LINE CLEAR</i> .
ONE TRAIN (RELEASE)	Allows the <i>SIGNALMAN</i> to operate the <i>SECTION SIGNAL</i> for only one train for each <i>LINE CLEAR</i> .
ONE TRAIN STAFF INSTRUMENT	A designated container (or <i>TOKEN INSTRUMENT</i> etc.) for the safe storage of a single <i>TRAIN STAFF</i> or <i>TOKEN</i> for <i>ONE TRAIN WORKING</i> .

TERM	DEFINITION
ONE TRAIN WORKING (OTW)	Method of signalling a <i>SINGLE LINE</i> , with or without a <i>TRAIN STAFF</i> , where only one train is permitted at a time. With a train staff [OT(S)] Without a train staff [OT]
OPEN CROSSING (OC)	A <i>LEVEL CROSSING</i> that has no <i>BARRIERS</i> , gates or road traffic light signals and which is protected only by signs.
OPERATIONAL TELECOMMUNICATIONS	A telephone used for (a) Authorising the movement of trains. (b) Safety- related communications purposes in the direct operation of the railway.
ORR	Office of Rail Regulation
OSGR	Ordnance Survey Grid Reference
OT	Abbreviated term for <i>ONE TRAIN WORKING</i> without a <i>TRAIN STAFF</i> .
OT(S)	Abbreviated term for <i>ONE TRAIN WORKING</i> with a <i>TRAIN STAFF</i> .
OTW	Abbreviated term for <i>ONE TRAIN WORKING</i> .
OUT OF USE (OOU)	Non-operational equipment that is still connected to the signalling system.
OUTER HOME SIGNAL	A term used on some railways for the first <i>HOME SIGNAL</i> at a <i>SIGNAL BOX</i> , particularly where a second signal exists before the first set of <i>POINTS</i> (e.g. London and North Western Railway).
OVERLAP (OL)	The section of line <i>BEYOND</i> a <i>STOP SIGNAL</i> that must be clear and any points locked before and during a signalled move up to the <i>STOP SIGNAL</i> .
OVERLAY TRACK CIRCUIT	A <i>TRACK CIRCUIT</i> which operates within and additionally to, another <i>TRACK CIRCUIT</i> . Normally used for detection of a train at a specific position.
OVERRIDE	A facility provided at some remote <i>INTERLOCKINGS</i> for use during failure of the remote control equipment. It enables all <i>SIGNALS</i> to be replaced to <i>DANGER</i> or nominated <i>ROUTES</i> to be set for automatic working. Limited selective routing at junctions is sometimes provided. Also known as <i>THROUGH ROUTES</i> .
PARALLEL BONDING	A method of bonding rail section where track circuit integrity is achieved by the use of parallel paths. See also <i>YELLOW BOND</i> .
PARALLEL SIGNALS	Signals applying to parallel lines signalled in the same direction, which have been placed in the same <i>LONGITUDINAL POSITION</i> .
PASSENGER LINE	A line signalled to the standard required for trains conveying passengers.
PATROLMAN	A person who patrols/inspects a section of line.

TERM	DEFINITION
PATROLMAN'S LOCKOUT DEVICE (PLOD)	A line side mounted device that allows a <i>PATROLMAN</i> , with the permission of the <i>SIGNALMAN</i> , to prevent the signalled movement of trains, for example, in one direction only on a <i>BI-DIRECTIONAL LINE</i> .
PERMANENT SPEED RESTRICTION (PSR)	The normal speed restriction for the operation of trains over a section of line.
PERMISSIBLE SPEED	An alternative term form <i>LINE SPEED</i> .
PERMISSIVE BLOCK	A form of <i>PERMISSIVE WORKING</i> through a <i>BLOCK SECTION</i> .
PERMISSIVE WORKING	A method of working that allows <i>RUNNING MOVEMENTS</i> into an <i>OCCUPIED</i> section of track on designated lines.
PETS	Public Emergency Telephone System – A telephone connection system used principally at AHB crossings to provide a secure telephone system with monitoring of the telephones for integrity. As the system is designed for a maximum of 4 telephones at the distant end it may be used to serve a group of telephones, perhaps at adjacent crossings, over one line pair back to the signal box.
PHANTOM ASPECT	Light emitted from a <i>SIGNAL</i> lens assembly that has originated from an external source (usually the sun) and has been internally reflected within the <i>SIGNAL HEAD</i> in such a way that the lens assembly gives the appearance of being lit.
PHANTOM OVERLAP (POL)	A calculated <i>OVERLAP</i> that does not correspond to a physical boundary between train detection sections. It is used where the overlap distance falls short of a set of <i>POINTS</i> and those points are not locked by the overlap.
PHANTOM RESTRICTED OVERLAP (POL)	An <i>OVERLAP</i> that contains the special features of a <i>PHANTOM OVERLAP</i> and a <i>RESTRICTED OVERLAP</i> .
PILOTMAN	A person appointed to authorise the passage of trains over a <i>SINGLE LINE</i> during failure of equipment, during repairs or due to an obstruction.
PIVOT LIGHT	A light that is common to both <i>ON</i> and <i>OFF ASPECTS</i> of a <i>POSITION LIGHT SIGNAL</i> .

TERM	DEFINITION
PLATFORM STARTING SIGNAL	<p>A <i>STOP SIGNAL</i> at, or near, the departure end of a station platform. Normally defined by;</p> <ul style="list-style-type: none">• the longest passenger (or empty coaching stock) train authorised to use the platform would, if stopped at the <i>SIGNAL</i>, still have a portion of the passenger accommodation alongside the platform, or• if the leading end of the train passes over the <i>AWS</i> equipment (where fitted) associated with the <i>SIGNAL</i> before it is despatched from the platform. <p>(Note; in <i>BLOCK SIGNALLING</i>, this signal may also be a <i>HOME SIGNAL</i>.)</p>
PLUNGER	A button that is depressed to activate signalling equipment.
POINT DETECTOR	A device for proving that <i>POINTS</i> are correctly <i>SET</i> before a <i>SIGNAL</i> can be <i>CLEAR</i> ed to authorise the passage of a train over the points.
POINT END	One pair of <i>SWITCH RAILS</i> in a set of <i>POINTS</i> .
POINT MACHINE	The equipment for the powered operation of a set of <i>POINTS</i> .
POINTS	The items of permanent way which may be aligned to one of two positions, <i>NORMAL</i> or <i>REVERSE</i> , according to the direction of train movement required.
POLAR	A term used in connection with relays where the polarity of the supply does affect the relay operation
POSITION LIGHT GROUND SIGNAL (PLGS)	An alternative term for <i>GROUND POSITION LIGHT (GPL)</i> .
POSITION LIGHT JUNCTION INDICATOR (PLJI)	An <i>INDICATOR</i> which displays the <i>ROUTE</i> at a <i>SIGNAL</i> by means of a line of white lights.
POSITION LIGHT SIGNAL	A <i>SIGNAL</i> , other than a <i>MAIN SIGNAL</i> , that displays its <i>ASPECT</i> by the position and colour of its lights.
POSSESSION (ABSOLUTE, OF A LINE)	The complete stoppage of trains on a particular <i>RUNNING LINE</i> for engineering purposes. Also referred to as an <i>ABSOLUTE POSSESSION</i> .
POSSESSION (OF SIGNALLING EQUIPMENT)	The disconnection or restriction of use of signalling equipment agreed between maintenance and operations staff to enable work to be carried out on the equipment.
POWER FRAME	A <i>LEVER FRAME</i> controlling only power operated equipment. See also <i>MINIATURE LEVER FRAME</i> .
POWER OPERATED POINTS	<i>POINTS</i> operated by means other than <i>MECHANICAL</i> .
PRELIMINARY CAUTION	An <i>ASPECT</i> displayed to the driver to indicate that the next signal is at <i>CAUTION</i> (aspect displayed is normally <i>DOUBLE YELLOW</i>).

TERM	DEFINITION
PRE-SET SHUNT	Where facing shunting <i>SIGNALS</i> exist in the line of route on a route setting panel these will be cleared (generally automatically) before the main (presetting) signal clears.
PREVENT SHUNT	The prevent shunt of a <i>TRACK CIRCUIT</i> is the value of resistance connected across the rails at which the track circuit <i>RELAY</i> energises (that is, it just makes its front contacts).
PROCEED ASPECT	Any <i>SIGNAL ASPECT</i> which permits the driver to pass the signal.
PROPELLING MOVEMENT	A movement involving the pushing of a vehicle or vehicles by a traction unit.
PROTECTED WRONG SIDE FAILURE	A <i>WRONG SIDE FAILURE</i> where another part of the signalling system provides an acceptable level of protection.
PROTECTING SIGNAL	A <i>SIGNAL</i> that protects a train from <i>CONFLICTING MOVEMENTS</i> and/or obstructions.
PROVED	Evidence provided by electrical or other means that a function is in its correct state.
PULL PLATE	An alternative term for <i>LEVER PLATE</i> .
RA	An abbreviated term for <i>RIGHT AWAY INDICATOR</i> .
RAIL CIRCUIT	<i>TRAIN DETECTION</i> equipment using the rails in an electric circuit, which detects the presence of a train (as opposed to its absence). See <i>TRACK CIRCUIT</i> , <i>OVERLAY TRACK CIRCUIT</i> .
RAYNES PARK CONTROL	The name given to ensure that <i>APPROACH CONTROL</i> is effective. The <i>RELAY</i> (or equivalent) that applies the approach control is proved not operated in the <i>SIGNAL</i> in <i>REAR</i> .
READING THROUGH	The ability to observe one or more <i>SIGNAL</i> (s) <i>BEYOND</i> the signal which the driver is approaching so as to mislead or confuse the driver.
READY TO START INDICATOR	An alternative term for <i>RIGHT AWAY INDICATOR</i> .
READY TO START PLUNGER	An alternative term for <i>RIGHT AWAY PLUNGER</i> .
RECIPROCAL LOCKING	The provision of <i>INTERLOCKING</i> between functions to ensure that conditions cannot be broken down, e.g. if 1 locks 2 then 2 must lock 1 (see also <i>CONVERSE LOCKING</i>).
RED (ASPECT)	Displayed by a <i>COLOUR LIGHT SIGNAL</i> , indicates to the driver to stop at that signal.
RED/GREEN LIGHTS (R/G)	Alternative term for <i>MINIATURE STOP LIGHTS</i> .
REDUCED OVERLAP	An <i>OVERLAP</i> that is shorter than the minimum permitted length of a <i>FULL OVERLAP</i> , where the permitted approach speed is below a specified level which still allows an unrestricted approach to a <i>SIGNAL</i> at danger.
RELAY	An electro-mechanical switching device used in many types of signalling systems.

TERM	DEFINITION
RELAY INTERLOCKING	A method of <i>INTERLOCKING</i> where the safely logic is implemented by <i>RELAYS</i> .
REMINDER APPLIANCE	A device or control which is used to remind the <i>SIGNALMAN</i> that a button, switch or lever should not be operated or should be operated only under certain conditions. See <i>LEVER COLLAR</i> .
REPEATER	An alternative term for an <i>INDICATOR (SIGNAL BOX)</i> .
REPEATER SIGNAL	A <i>SIGNAL</i> (not in itself a <i>STOP SIGNAL</i>) capable of displaying a <i>CAUTIONARY ASPECT</i> , that informs the driver about the state of the next stop signal ahead.
RESTRICTED OVERLAP (ROL)	An <i>OVERLAP</i> that is shorter than the minimum permitted length of a <i>FULL OVERLAP</i> , which is available only when the preceding <i>SIGNAL</i> is subject to <i>APPROACH CONTROL</i> by selection of a <i>WARNING ROUTE</i> or signal.
REVERSE (FUNCTION)	Position of a <i>LEVER</i> (or switch) when it is pulled fully in the <i>LEVER FRAME</i> (or operated).
REVERSE (POINTS)	The opposite position to <i>NORMAL (POINTS)</i> .
RGS	Railway Group Standard published by RSSB
RIGHT AWAY INDICATOR	An <i>INDICATOR</i> that displays "RA" or "R" to inform the driver that the train may start from the platform.
RIGHT AWAY PLUNGER	The <i>PLUNGER</i> or other device used to initiate the operation of a <i>RIGHT AWAY INDICATOR</i> .
RIGHT HAND SWITCH CLOSED (RHSC)	A term used to describe the position of a point.
RIGHT SIDE FAILURE	A failure which does not result in the protection provided by the signalling system being reduced. See <i>FAIL-SAFE</i>
ROAD TRAFFIC SIGNAL	A mandatory stop signal for road traffic comprising of an amber light and two flashing red lights.
ROGS REGULATIONS	Railways and Other Guided Transport Systems (Safety) Regulations 2006.
ROUTE	The path along a section of track from one <i>SIGNAL</i> to another
ROUTE INDICATOR	An <i>INDICATOR</i> associated with a <i>SIGNAL</i> which indicates which <i>ROUTE</i> is set, where more than one is available
ROUTE LOCKING	A form of <i>INTERLOCKING</i> which maintains the locking associated with a <i>ROUTE</i> in use until after the train has passed the equipment being <i>LOCKED</i> (eg, <i>POINTS</i>).
ROUTE RELAY INTERLOCKING (RRI)	A <i>RELAY</i> based <i>INTERLOCKING</i> system controlled from a <i>ROUTE SETTING PANEL</i> .
ROUTE RELEASING	The release of <i>ROUTE LOCKING</i>

TERM	DEFINITION
ROUTE SETTING	A system in which all <i>POINTS</i> in a <i>ROUTE</i> are set to the required positions, and the <i>SIGNAL</i> at the entrance to the route <i>CLEAR, D</i> by the operation of one or two control functions.
ROUTE SETTING PANEL	A panel which embodies the controls and displays the condition of all associated signalling equipment for a <i>ROUTE</i> in a specific geographic location. See also <i>ROUTE SETTING</i> .
RSD	Railway Safety Directorate (formally HMRI), now a function within ORR.
RSPG	Railway Safety Principles & Guidance by HSE (now ORR) most of these documents are now obsolete and some have been replaced by the ORR Railway Safety Publications.
RSSB	Rail Safety and Standards Board
RUN THROUGH	A movement through <i>TRAILING POINTS SET</i> in the wrong direction.
RUNNING LINE	A line that runs between two distinct locations usually, but not always, under the control of <i>MAIN SIGNALS</i> .
RUNNING MOVEMENT	A train movement on a <i>RUNNING LINE</i> , under the control of a <i>MAIN SIGNAL</i> .
RUNNING SIGNAL	An alternative term for <i>MAIN SIGNAL</i> .
RURAL BARRIERS	A type of barrier equipment that is designed to be operated locally by the user; typically provided at a <i>USER WORKED CROSSING</i> .
SAFETY CRITICAL	Directly influencing safety (when applied to equipment, systems or certain work carried out by railway staff).
SAFETY RELATED	Having the potential to influence safety (when applied to equipment or systems).
SAND DRAG	A section of line covered in sand or other retarding material on a dead-end line, or beyond a <i>TRAP POINT</i> or <i>CATCH POINT</i> , provided in special instances to retard an overrunning movement.
SCHEME PLAN	A longitudinal scaled or dimensioned track layout plan that is produced to depict new or altered signalling.
SCOTCH BLOCK	A wedge to prevent the movement of stationary vehicles
SEALED RELEASE	An <i>EMERGENCY RELEASE</i> which requires a seal to be broken for its operation
SEARCHLIGHT SIGNAL	A <i>COLOUR LIGHT SIGNAL</i> that can display <i>RED</i> , <i>YELLOW</i> and <i>GREEN ASPECTS</i> from a single optical assembly. Modern forms employ LED or fibre optic technology; heritage types change aspect by placing separate coloured lenses in front of a single lamp.
SECTION SIGNAL	A <i>STOP SIGNAL</i> controlling the entrance to a <i>BLOCK SECTION</i> . Within a signal box this may be the <i>HOME SIGNAL</i> , <i>STARTING SIGNAL</i> or <i>ADVANCED STARTING SIGNAL</i> .

TERM	DEFINITION
SECTIONAL ROUTE RELEASE	<i>ROUTE RELEASING</i> designed to release sequentially, usually one track section at a time.
SEMAPHORE SIGNAL	A <i>SIGNAL</i> which informs drivers by means of the position of a mechanical arm during daylight and coloured lights at night
SEQUENTIAL LOCKING	Locking applied to successive <i>RUNNING SIGNALS</i> to enforce the replacement of one lever (arm or <i>ASPECT</i>) before the lever controlling the <i>SIGNAL</i> is <i>REAR</i> is free to be operated. The locking is non-reciprocal and may be electrical or mechanical.
SERIES BONDED OR BONDING	The <i>FAIL SAFE</i> method of <i>BONDING</i> track circuits with rail sections connected in series, such that a single failure results in the track circuit showing occupied.
SET (POINTS)	Refers to the <i>INTERLOCKING</i> function which controls the movement of the <i>POINTS</i> to their correct position
SHOULD	Used as the primary verb for statements of guidance.
SHUNT OR SHUNTING FRAME	A manned control point that is released by another <i>SIGNAL BOX</i> for local <i>SHUNTING MOVEMENTS</i> . Does not normally regulate trains or control <i>BLOCK SECTIONS</i> . See also <i>GROUND FRAME</i> .
SHUNT-AHEAD SIGNAL	A type of <i>SUBSIDIARY SIGNAL</i> authorising <i>SHUNTING MOVEMENTS</i> ahead of a <i>SECTION SIGNAL</i>
SHUNTING MOVEMENT	The movement of trains or vehicles other than normal passage along <i>RUNNING LINES</i>
SHUNTING SIGNAL	A <i>SIGNAL</i> provided for <i>SHUNTING MOVEMENTS</i> only
SIDING	A line for the stabling of vehicles, loading/unloading, servicing etc. clear of the <i>RUNNING LINES</i>
SIGHTING DISTANCE (SIGNAL)	The distance from a <i>SIGNAL</i> to its <i>SIGHTING POINT</i>
SIGHTING POINT (SIGNAL)	The furthest point from a <i>SIGNAL</i> at which the driver can reliably observe the <i>ASPECT</i> of the signal and/or <i>ROUTE INDICATION</i>
SIGNAL	A visual display device which displays instructions or provides prior warning of instructions regarding the driver's authority to proceed
SIGNAL BOX	The building in which the <i>SIGNALMAN</i> is situated together the control and indication system for the signalling, usually, but not always, a <i>BLOCK POST</i>
SIGNAL BOX DIAGRAM	A diagrammatic representation of the area controlled by a <i>SIGNAL BOX</i> exhibited for the guidance of the <i>SIGNALMAN</i>
SIGNAL HEAD	The section of a <i>COLOUR LIGHT SIGNAL</i> from which the <i>ASPECTS</i> are displayed.
SIGNAL IDENTIFICATION PLATE	The plate attached to a signal post showing the unique identification of the <i>SIGNAL</i> .

TERM	DEFINITION
SIGNAL POST TELEPHONE (SPT)	A telephone provided at a <i>SIGNAL</i> , enabling the driver to have direct communication with the <i>SIGNALMAN</i> .
SIGNAL SIGHTING	The activity of deciding on where a <i>SIGNAL</i> should be located for the optimum approach view by the driver.
SIGNAL STICK	The disengaging of a <i>PROCEED ASPECT</i> of a <i>SIGNAL</i> after it has been used by a train to prevent the re- <i>CLEAR</i> ance of the signal until the <i>LEVER</i> or switch controlling the signal has been restored to <i>NORMAL</i> .
SIGNALLER (SIGNALMAN)	Person controlling the safe movement of trains.
SIGNALLING FUNCTION	A signal, set of points or other part of the train control system.
SIGNALLING PLAN	A longitudinally scaled or dimensioned track layout plan showing the <i>SIGNALLING FUNCTIONS</i> with their identities. It generally relates to a specific <i>SIGNAL BOX</i> control area and will be derived from the <i>SCHEME PLAN</i> . Can also be known as a LOCKING SKETCH.
SIGNALLING SYSTEM	The mechanical, electrical and electronic equipment which together form a system which controls the safe movement of trains.
SIGNALMAN	Person responsible for the operation of the signalling system, to safely control the passage and regulation of trains, usually located in a <i>SIGNAL BOX</i> . See also <i>SIGNALLER</i> .
SINGLE LINE	A <i>RUNNING LINE</i> between two <i>BLOCK POSTS</i> on which trains can travel in either direction.
SINGLE LINE WORKING	Methods of operation introduced so that the traffic of a double line can pass over one line (which does not have <i>BI-DIRECTIONAL SIGNALLING</i>) because of engineering work, equipment failure or an obstruction.
SINGLE SLIP	A combination of a <i>DIAMOND CROSSING</i> with two <i>POINTS</i> .
SINGLE YELLOW (ASPECT)	Displayed by a <i>COLOUR LIGHT SIGNAL</i> , informs the driver to expect to see the next <i>MAIN SIGNAL</i> at <i>RED</i> .
SKEW CROSSING	A <i>LEVEL CROSSING</i> where the road crosses the railway at an acute/obtuse angle.
SLIP CONNECTION	The connection which permits movement from one line to another at a <i>DIAMOND CROSSING</i> . See also <i>SINGLE SLIP</i> and <i>DOUBLE SLIP</i> .
SLOTING	The control of a signal which requires co-operation between two <i>SIGNAL BOXES</i> or other control points
SNUBBING DEVICE	Diode or mechanically operated contacts within the <i>POINT MACHINE</i> circuitry that are employed to steer the high inductive load currents (snubbing) away from the point motor. This is in addition to the clutch mechanism.

TERM	DEFINITION
SOLID STATE INTERLOCKING (SSI)	A first generation processor based system for controlling the <i>INTERLOCKING</i> between <i>POINTS</i> and <i>SIGNALS</i> , as well as communication with lineside <i>SIGNALLING FUNCTIONS</i> .
SPAD	<i>SIGNAL</i> passed at <i>DANGER</i> (without authority).
SPARE LEVER	In a <i>LEVER FRAME</i> , a lever which is not used for the operation of any signalling equipment.
SPECIAL SPEED RESTRICTION BOARD (SSRB)	A sign incorporating a St. Andrew's Cross provided on the <i>APPROACH TO</i> certain open <i>LEVEL CROSSINGS</i> , indicating a maximum permitted speed over the crossing. See <i>ADVANCED WARNING BOARD</i> .
SPEED INDICATOR	A trackside sign which marks the beginning of a speed restriction and indicates the permitted speed.
SPEED OF DIVERGENCE	The speed permitted through the <i>DIVERGING ROUTE</i> .
SPLIT DETECTION	The proof and indication of the position of a multiple ended set of <i>POINTS</i> , individually for each <i>POINT END</i> .
SPLITTING DISTANT SIGNALS	Two or more adjacent <i>SEMAPHORE SIGNALS</i> or two <i>COLOUR LIGHT SIGNAL</i> heads providing the driver with information about the state of a junction <i>BEYOND</i> the next <i>SIGNAL</i> . The semaphore signals can be placed below a <i>STOP SIGNAL</i> . The two colour light signal heads are referred to as the 'main' and 'offset' heads and can incorporate a Stop Signal.
SPRING POINTS	<i>UNWORKED TRAILING POINTS</i> which return under spring pressure to the <i>NORMAL</i> position after the passage of a train in the <i>TRAILING DIRECTION</i> .
SPT – SIGNAL POST TELEPHONE	A direct line telephone provided adjacent to a signal and linked to the controlling signal box.
SPUR (TRACK CIRCUIT)	A section of running rail required to be electrically common to a <i>SERIES BONDED</i> rail, but which is not itself series bonded.
SSI	An abbreviated term for <i>SOLID STATE INTERLOCKING</i> .
ST ANDREW'S CROSS	Signs provided on the road approaches to a <i>LEVEL CROSSING</i> for the information of road users and on <i>SPECIAL SPEED RESTRICTION BOARDS</i> .
ST GEORGE'S CROSS	Incorporated in a sign provided on the <i>APPROACH TO</i> certain <i>AUTOMATIC LEVEL CROSSINGS</i> to inform the driver to regulate the speed of his train in order to observe the restriction of speed which applies from the subsequent <i>SPECIAL SPEED RESTRICTION BOARD</i> . Also referred to as a <i>LEVEL CROSSING WARNING SIGN</i> .

TERM	DEFINITION
STAFF AND TICKET WORKING	A signalling system used on a <i>SINGLE LINE</i> and employing a physical single means of authority (<i>TRAIN STAFF</i>) to occupy a <i>BLOCK SECTION</i> . If the driver does not take the means of authority through the section, a written <i>TICKET</i> is issued to authorise the movement after the driver has seen the train staff.
STAGEWORKS	The phased installation and commissioning of signalling equipment, as part of a large signalling scheme, sometimes a temporary nature as alterations proceed.
STARTING SIGNAL	The first signal <i>IN ADVANCE</i> of a <i>SIGNAL BOX</i> in the direction of travel.
STATION LIMITS	The portion of the line between the <i>HOME SIGNAL</i> and the <i>SECTION SIGNAL</i> for the same line, worked from the same <i>SIGNAL BOX</i> . Does not apply on a <i>TRACK CIRCUIT BLOCK</i> line.
STENCIL INDICATOR	A type of miniature <i>ALPHANUMERIC ROUTE INDICATOR</i> (normally used in conjunction with a <i>SHUNTING SIGNAL</i>), employing a stencil to form the character(s) to be displayed.
STICK	A term often used to describe a function which stores or remembers a specific condition of the signalling equipment.
STOCK RAIL	The fixed rail on each side of the <i>POINTS</i> against which the <i>SWITCH RAIL</i> must fit closely.
STOP BLOCK	A structure fixed to the termination of a <i>RUNNING LINE</i> or <i>SIDING</i> used to prevent further movement of the train.
STOP BOARD	A sign where a driver must stop his train.
STOP SIGNAL	Any <i>MAIN SIGNAL</i> capable of showing a <i>DANGER ASPECT</i> or indication.
STRAIGHT AHEAD ROUTE	The non-diverging (and normally the fastest) route from a <i>JUNCTION SIGNAL</i> .
STRETCHER	A bar connecting the two <i>SWITCH RAILS</i> in a <i>POINT END</i> , keeping them in the correct position relative to each other. See also <i>LOCK STRETCHER</i> .
STRIKE-IN POINT (SIP)	The position on the <i>APPROACH TO</i> an <i>AUTOMATIC LEVEL CROSSING</i> or other installation at which a train initiates the operating sequence
SUBSIDIARY SIGNAL	An additional <i>SEMAPHORE SIGNAL</i> controlling <i>SHUNTING MOVEMENTS</i> and movements onto <i>OCCUPIED</i> tracks
SUPPLEMENTRY DETECTOR	An additional device for the <i>DETECTION</i> of <i>POINTS</i> in association with a <i>SUPPLEMENTARY DRIVE</i> .
SUPPLEMENTRY DRIVE	An additional drive connected to the <i>SWITCH RAILS</i> of a set of <i>POINTS</i> .

TERM	DEFINITION
SUPPRESSION (AWS)	Inhibition of the operation of <i>AWS</i> track equipment for movements to which it does not apply.
SWINGING OVERLAPS	The ability to maintain the <i>OVERLAP</i> free of locking where there are <i>FACING POINTS</i> and a choice of overlap exists, thus enabling late selection of the overlap while the train is approaching. Usually associated with <i>TIME OF OPERATION LOCKING</i> and <i>CONDITIONAL LOCKING</i> requirements. Will not normally be used where the signalling is controlled from a <i>LEVER FRAME</i> .
SWITCH DIAMOND	A type of <i>DIAMOND CROSSING</i> with moveable <i>SWITCH RAILS</i> in place of fixed rails. Also known as "elbows".
SWITCH RAIL	The moving portion of rail on each side of a set of <i>POINTS</i>
SWITCHES & CROSSINGS (S&C)	The generic term used to represent all the ironwork associated with a set of <i>POINTS</i> or a <i>DIAMOND CROSSING</i> .
TABLET	A particular form of <i>TOKEN</i> .
TAIL CABLE	A cable between a location case or equipment room and signalling equipment.
TAIL LAMP	The red light at the rear of a train use to indicate that the train is complete.
TBTC	Transmission based train control. Trains controlled by cab displays with no line side signalling. Can be driven automatically or manually.
TEMPORARY APPROACH CONTROL	A signalling control built into the <i>SIGNALLING SYSTEM</i> and applied when it is necessary for drivers to control the speed of their trains due to engineering works or other operational requirements.
TEMPORARY SPEED RESTRICTION (TSR)	A speed restriction that has been imposed for a short period.
TERMINAL PLATFORM	A platform that serves a dead-end line. See also bay platform.
TERMINAL STATION	A station that the end of a line.
TERMINATION INDICATOR	A trackside sign denoting the end of a <i>TEMPORARY SPEED RESTRICTION</i> .
THEATRE INDICATOR	An alternative term for <i>MULTI-LAMP ROUTE INDICATOR</i> .
THREE ASPECT SIGNAL	A <i>COLOUR LIGHT SIGNAL</i> capable of displaying three <i>ASPECTS</i> .
THROUGH ROUTES	An alternative term for <i>OVERRIDE</i> (commonly used on the Western Region) where the signalling is set work automatically on the main route through an interlocking area..
THROUGH STATION	A station mainly for non terminal lines.
TICKET	A written form handed to a driver by the <i>SIGNALMAN</i> to authorise entry to a <i>SINGLE LINE</i> section (only valid if the driver has been shown the <i>TRAIN STAFF</i> for that section at the same time).

TERM	DEFINITION
TIME DIVISION MULTIPLEX (TDM)	An electronic system used for transmitting a number of data channels over a single pair of wires. Not normally used for <i>VITAL INTERLOCKING</i> functions.
TIME OF OPERATION LOCKING	The locking of <i>FACING POINTS</i> such that, if a train overruns the protecting <i>SIGNAL</i> , the <i>POINTS</i> will not be able to move while there is the possibility that the train that has <i>SPADEd</i> the signal will reach the points before their movement has been completed.
TIME RELEASE	A device or control used to prevent the operation of a signalling function until after the lapse of a specified time.
TOE	The front end of a <i>SWITCH RAIL</i> .
TOKEN	A generic term for any physical item that is issued to a train driver to authorise the train onto a <i>SINGLE LINE</i> .
TOKEN INSTRUMENT	A generic term for an instrument which can contain one or more <i>TOKENs</i> and which controls the release of the <i>TOKENs</i> . See also <i>ELECTRIC KEY TOKEN INSTRUMENT</i> .
TOKEN SECTION	A <i>BLOCK SECTION</i> or other designated section of <i>RUNNING LINE</i> controlled by a <i>TOKEN</i> .
TOKEN TRANSFER MAGAZINE	A magazine that can be temporarily attached to a <i>TOKEN INSTRUMENT</i> to permit <i>TOKENs</i> to be transferred from one token instrument to another. This enables the transfer of Tokens between instruments without affecting the operational use of the token system.
TOKENLESS BLOCK	A method of working a <i>SINGLE LINE</i> using <i>BLOCK INSTRUMENTs</i> but without using a physical <i>TOKEN</i> , <i>CONTINUOUS TRACK CIRCUITs</i> or other means of automatic train absence detection.
TOLLERTON CONTROL	A timing delay incorporated into the operation of <i>TRACK CIRCUITs</i> where an incorrect sequence for track circuit clearance could give rise to a hazardous <i>INTERLOCKING</i> release.
TRACK CIRCUIT (TC)	An electrical device using the rails as part of an electric circuit, which proves the absence of trains on a defined section of line.
TRACK CIRCUIT BLOCK	A method of working trains in a section of line where safety is ensured by the use of <i>TRACK CIRCUITs</i> or other means of automatic train absence detection and without the use of <i>BLOCK INSTRUMENTs</i> or any form of physical <i>TOKEN</i> .
TRACK CIRCUIT INTERRUPTER (TCI)	A track mounted device normally positioned at <i>CATCH</i> or <i>TRAP POINTs</i> which maintains a <i>TRACK CIRCUIT</i> or other <i>TRAIN DETECTION</i> device in its <i>OCCUPIED</i> state after the passage of a vehicle which may have been derailed.
TRACK CIRCUIT MINIMUM LENGTH	The minimum length of a <i>TRACK CIRCUIT</i> , which has to be greater than the longest wheel-base of any vehicle required to be detected.

TERM	DEFINITION
TRACK LOCKING	The locking of a signalling function when a <i>TRACK SECTION</i> over moveable infrastructure (e.g. <i>POINTS</i>) is <i>OCCUPIED</i> .
TRACK SECTION	A portion of railway track having fixed boundaries and for which the <i>TRAIN DETECTION SYSTEM</i> provides information on its state of occupancy to the signalling system.
TRAILING (DIRECTION)	The direction of rail traffic over <i>POINTS</i> where the train meets the <i>HEEL</i> of the <i>SWITCH RAIL</i> first (the train having no choice of route).
TRAILING POINTS	<i>POINTS</i> which joint two converging <i>ROUTES</i> .
TRAIN DETECTION SYSTEM	Equipment and systems forming part of, or providing input to, the <i>SIGNALLING SYSTEMS</i> to detect, either: <ul style="list-style-type: none">• the presence or absence of vehicles within the limits of a track section, or• that a train has reached, is passing or has passed a specific position. Where required, a train detection system may additionally detect the direction in which a train is travelling.
TRAIN ON LINE (TOL)	<i>BLOCK INSTRUMENT</i> indication showing that a train has <i>OCCUPIED</i> the <i>BLOCK SECTION</i> or that the <i>BLOCK SECTION</i> is obstructed.
TRAIN OPERATED POINTS	A generic term for <i>TRAILABLE POINTS</i> which are continuously driven to one position such that <i>FACING</i> movements will always pass through them in the same direction. A common type is the <i>HYDRO-PNEUMATIC POINTS</i> .
TRAIN PROTECTION WARNING SYSTEM (TPWS)	A system of aerals located at a signal or on the approach to a signal or speed restriction to reduce the risk of collision or derailment in the event that the red aspect or speed restriction is not complied with. Trains are fitted with receivers to operate the train borne equipment (such as brakes and visual indicators). System is not fail safe
TRAIN READY TO START (TRTS) INDICATOR	An <i>INDICATOR</i> in the <i>SIGNAL BOX</i> to indicate to the <i>SIGNALMAN</i> to <i>CLEAR</i> the <i>PLATFORM STARTING SIGNAL</i> . Can also be known as TRS.
TRAIN READY TO START (TRTS) PLUNGER	The means by which station staff or train crew inform the <i>SIGNALMAN</i> that the train is ready to depart.
TRAIN STAFF	A particular type of <i>TOKEN</i> .
TRAINCREW OPERATED BARRIERS [TMO(B)]	A crossing equipped with <i>BARRIERS</i> (with or without <i>ROAD TRAFFIC SIGNALS</i>) and operated by a member of the train crew or other nominated person.

TERM	DEFINITION
TRAINCREW OPERATED CROSSING (TMO)	A crossing, normally equipped with <i>GATES</i> , where the means of protection for the train and road users is operated by the train crew.
TRAP POINTS	<i>FACING POINTS</i> provided at an exit from a <i>SIDING</i> or converging line to de-rail an un-authorized movement, thus protecting an adjacent <i>RUNNING LINE</i> (also <i>TRAILING POINTS</i> inside the entrance to a loop line).
TREADLE	A <i>MECHANICAL</i> or electrically operated device to detect the presence or passage of a train at a specific location.
TUNNEL SIGNAL	A <i>SIGNAL</i> which, if at <i>DANGER</i> , would cause a train to stop wholly or partly within a tunnel.
TURNOUT	A point end.
TURNOUT SPEED	The speed permitted through a <i>FACING POINT</i> when <i>SET</i> for the <i>DIVERGING ROUTE</i> .
TWO ASPECT SIGNAL	A <i>COLOUR LIGHT SIGNAL</i> capable of displaying two <i>ASPECTS</i> .
TWO ASPECT SIGNALLING	A system of colour light signalling normally employing red/green <i>TWO ASPECT SIGNAL</i> (s) that are preceded by yellow/green <i>REPEATER SIGNAL</i> (s).
UNDER CLEARANCE	The gap between the permanent way stretcher bar and the stock rail.
UNDER ROAD CROSSING (URX)	A buried service route passing underneath the road carriageway, for example at a <i>LEVEL CROSSING</i> .
UNDER TRACK CROSSING (UTX)	A buried service route passing under the tracks below the level of the underside of the sleepers or track slab. This excludes services laid through a bridge span or roadway.
UNPROTECTED WRONG SIDE FAILURE	A <i>WRONG SIDE FAILURE</i> where no other part of the signalling system provides protection.
UNWORKED POINTS	<i>POINTS</i> not controlled from a <i>SIGNAL BOX</i> or <i>GROUND FRAME</i> .
UPPER QUADRANT	A term applied to a <i>SEMAPHORE SIGNAL</i> whose <i>CLEAR</i> position is designated by the arm above the horizontal.
USER WORKED CROSSING (UWC)	<i>LEVEL CROSSING</i> protected by <i>GATES</i> or <i>BARRIERS</i> , operated by the user. It may be equipped with a telephone and/or <i>RED/GREEN LIGHTS</i> .
VEHICLE OVERHANG	The distance measured parallel to the rail from the centre of the outermost wheel on a vehicle to the nearest extreme end of the vehicle.
VITAL	A description applied to equipment whose correct operation is essential to the integrity of the signalling system. Most vital equipment is designed to <i>FAIL-SAFE</i> principles; a <i>WRONG SIDE FAILURE</i> of vital equipment could directly endanger rail traffic.

TERM	DEFINITION
WARNING BOARD	A board on the <i>APPROACH TO</i> a <i>TEMPORARY</i> or <i>EMERGENCY SPEED RESTRICTION</i> ahead, placed at a distance before commencement to provide adequate <i>BRAKING DISTANCE</i> .
WARNING ROUTE	A route from one <i>MAIN SIGNAL</i> to the next signal where the full <i>OVERLAP</i> is not available.
WARNING SIGNAL	A <i>SEMAPHORE SIGNAL</i> arm, normally located below the <i>SECTION SIGNAL</i> , which, when cleared, indicates the block section to the next <i>HOME SIGNAL</i> does not have a full <i>OVERLAP</i> .
WELWYN CONTROL	In Absolute Block, it prevents the Signaller from accepting a second train without the first having occupied and cleared the <i>HOME SIGNAL BERTH TRACK CIRCUIT</i> . See also <i>HOME NORMAL CONTROL</i> and <i>INTERLINKING</i> .
WHISTLE BOARD	A sign to inform the driver to sound the whistle or horn
WICKET GATE (LEVEL CROSSING)	A gate, which may be controlled from a <i>SIGNAL BOX</i> or <i>GATE BOX</i> , used to regulate the passage of pedestrians over a railway line
WICKET GATE LEVER	A <i>LEVER</i> which, when <i>REVERSE</i> , will lock the <i>WICKET GATE(s)</i> closed. Not interlocked with the signalling.
WIDE TO GAUGE POINTS	A Point End where the two Switch Rails are not connected by Stretchers. There are two ways in which this can be applied: <ul style="list-style-type: none">• Trap Points where the two switch rails move in opposite directions– both open in the Normal position; both closed in the Reverse position. Used where it is required that a derailed train keeps closely to the track alignment.• A Point End forming part of two Crossovers, where each switch rail is operated by a separate Point Machine.
WIG-WAG	Colloquial term for <i>ROAD TRAFFIC SIGNALS</i> .
WRONG DIRECTION	Opposite to the normal direction of rail traffic on a particular line
WRONG SIDE FAILURE	A failure which results in the protection provided by the signalling system being reduced or removed. See <i>PROTECTED WRONG SIDE FAILURE</i> and <i>UNPROTECTED WRONG SIDE FAILURE</i>
YELLOW (ASPECT)	See <i>SINGLE YELLOW (ASPECT)</i>
YELLOW BOND	A <i>JUMPER</i> cable that is necessary to ensure the electrical integrity of a <i>TRACK CIRCUIT</i> that is fully or partially parallel bonded.
YELLOW SHUNT SIGNAL	A type of <i>SHUNTING SIGNAL</i> which applies only to movements in the direction(s) for which the <i>SIGNAL</i> is <i>CLEAR</i> ed, other movements being able to pass the <i>SIGNAL</i> without it being cleared. Can also be a <i>GROUND POSITION LIGHT SIGNAL</i> using a yellow light in place of the red light
YODALARM	Proprietary term for a <i>LEVEL CROSSING AUDIBLE ALARM</i> .