

Glossary of Signalling Terms

Synopsis

This document defines the meaning of commonly used **terms** which are specific to **signalling** or used in a **signalling** context. The objective is to provide a common and clearly understood meaning of each term.

Signatures removed from electronic version

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Part A

A1 Issue record

Issue	Date	Comments
One	April 2004	Original document supersedes GK/RT0002 and section 1 of GH/ZC0002

This document will be updated when necessary by distribution of a complete replacement.

A2 Implementation of this document

The publication date of this document is 3 April 2004.

This document supersedes the following Railway Group Standards, either in whole or in part as indicated:

Railway Group Standards	Issue No.	Title	Sections superseded by this document	Date(s) as of which sections are superseded
GK/RT0002	1	Glossary of Signalling Terms	All sections	5 June 2004
GH/ZC0002	1	Safety Terminology	Section 1	5 June 2004

GK/RT0002 and GH/ZC0002 are both withdrawn with effect from 5 June 2004.

A3 Responsibilities

Railway Group Guidance Notes are non-mandatory documents providing helpful information relating to the control of hazards and often set out a suggested approach, which may be appropriate for Railway Group* members to follow.

* The Railway Group comprises Network Rail Infrastructure Limited, Rail Safety and Standards Board Limited, and the train and station operators who hold Railway Safety Cases for operation on or related to infrastructure controlled by Network Rail Infrastructure Limited.

Network Rail Infrastructure Limited is also known as Network Rail.

Rail Safety and Standards Board Limited is also known as RSSB.

A4 Health and safety responsibilities

Each Railway Group member is reminded of the need to consider its own responsibilities to ensure health and safety at work and its own duties under health and safety legislation. RSSB does not warrant that compliance with all or any documents published by RSSB is sufficient in itself to ensure safe systems of work or operation or to satisfy such responsibilities or duties.

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A5 Technical content

The technical content of this document has been approved by:

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A6 Supply

Controlled and uncontrolled copies of this document may be obtained from the Corporate Communications Department, Rail Safety and Standards Board, Evergreen House, 160 Euston Road, London NW1 2DX or e-mail enquiries@rssb.co.uk. Railway Group Standards can also be viewed at www.rssb.co.uk.

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Part B

B1 Purpose

This document defines the meaning of commonly used **terms** which are specific to **signalling** or used in a **signalling** context. The objective is to provide a common and clearly understood meaning of each term.

B2 Application of this document

B2.1 To whom the guidance applies

This document contains guidance that is applicable to RSSB and duty holders of the following categories of Railway Safety Case:

- a) infrastructure controller
- b) station operator
- c) train operator.

B2.2 Documents supported by this Guidance Note

This document is designed to support all Railway Group **signalling** related documents. However, each Railway Group document will still contain its own definitions for **terms** that are specific to that document.

This document is complementary to **terms** defined in the following:

- a) GE/GN8510 Railway Group Safety Performance Monitoring – Definitions and Guidance
- b) Engineering Safety Management (Yellow Book)
- c) RSPG, part 2, section E, Guidance on Level Crossings.

B3 Definitions and acronyms

Part C of this Guidance Note contains a **glossary** of **signalling terms**.

Part C Glossary of signalling terms

C1 Introduction to glossary

This **glossary** is arranged in alphabetical order. Acronyms are arranged within the alphabetical list. Certain entries cross-reference to another entry, especially where an abbreviation is shown. Title case has been used to draw attention to defined **terms**. Generally, the full definition is shown only once. Where appropriate, the use of both new and old terminology is included.

Level crossings have a large number of specific **terms** and for this reason their entries have been given a separate section (see section C3). **Signal** sighting **terms** are of a specialist nature and therefore a separate section has also been created for these (see section C4).

The following have not been included:

- a) **terms** specific to the internal component parts of electronic systems or sub-units, for example, CPU, MPM, PPM. These are generic to many system types
- b) specific relay **terms**, for example, Armature; or relay types such as Polar, Neutral, and Biased
- c) slang **terms**, such as Dummy or Feather, unless there are no alternative **terms** in common usage.

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C2 Main glossary of terms

TERM	DEFINITION
Absence Switch	A switch which, when operated, allows a Signal Box to be un-staffed for a period, by registering telephone calls to that Signal Box, usually during quiet periods.
Absolute Block	A system of controlling rail traffic, where (under normal operations) only one train is allowed in the Block Section at a time. Proof of a section clear normally involves the observation of the train tail lamp by the Signaller.
Acceptance	A Block Signalling term where a train is permitted to proceed towards the 'accepting' Signal Box. Block regulations provide for circumstances under which a Signaller may accept a train.
Active Warning	A device which warns users of the imminent arrival of a train. Such devices may be either visible or audible.
Advance	Alternative term for Beyond.
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 .
Advance Warning Indicator	Non-preferred term for Warning Indicator
ALARP	Abbreviated term for As Low As Reasonably Practicable
Alias Plate	A plate which indicates the radio identification number for a Signal , in cases where this differs from the Signal Number.
Alight	An alternative term for Lit.
All Signals On	A Signaller's Control Device that places or maintains all Signals in a designated area to Danger.
Alphanumeric Route Indicator	A Route Indicator that conveys its information by illuminated alphanumeric characters. The indicators are designated 'standard' and 'miniature' as a reference to the readability categorisation of the indications.
Annett's Key/Lock	A locking mechanism for releasing a Ground Frame. The key to unlock the Ground Frame is held captive in an Annett's instrument or lock which can be released remotely from the Signal Box and interlocked with the signalling .
Annunciator	An audible indicator, for example a bell or buzzer in a Signal Box or Gate Box.
Anti-Preselection	The prevention of Preselection of a Signalling Function, thus maintaining the protection of the Signalling System.

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TERM	DEFINITION
Apparatus Case (or Cupboard)	A housing which is intended for unprotected outdoor use. It is usually of metal construction (or wooden if a cupboard), smaller than a building or REB and usually capable of being transported as a made-up unit.
Application Logic	Any technology based method that configures a product so as to provide site-specific command and control instructions. This includes mechanical logic, electro-mechanical logic, electronic switching or code.
Approach Control	The restriction of the Aspect of a Signal , to ensure that the driver can comply with the Turnout Speed, or to control the speed of a train for a Warning Call-On, Shunt or POSA class route. See also Temporary Approach Control.
Approach Lighting	The lighting or illuminating of a Signal only on the approach of a train. If no train is approaching, no light is displayed.
Approach Locking	The locking of any Route from a Signal , when the driver has seen or may have seen a Proceed Aspect at the Signal or has seen an Aspect at a previous Signal that would indicate to the driver that the former Signal is displaying a proceed aspect. If the Signal is replaced to danger, the approach locking prevents the immediate release of the route because it is possible that an approaching train may be unable to stop.
Approach Release	An alternative term for Approach Control.
Approach To	In relation to equipment on or alongside the track, positioned such that a train passes the point before reaching another defined item of equipment. See also Rear.
Approval and Issues Record (AIR)	A summary sheet created at the start of a signalling alteration, for version control purposes, to track approvals, issues and modifications.
Area of Conflict	A section of line beyond the Signal at danger on which a head-on, crossing or same direction converging collision with another legitimately positioned train could occur in the event of a SPAD.
ARS	Abbreviated term for Automatic Route Setting.
As Low As Reasonably Practicable (ALARP)	Risk reduction to as low a level as possible, given the time, effort and cost of the control measures required.
Aspect	Any valid visual indication of a Signal as displayed to the driver.
Aspect Level	The level of interlocking required to be satisfied before a Signal can display a proceed aspect.
Aspect Sequence	The order of the displayed Aspects to give the driver information about the aspect of the Signal or Signals ahead.

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TERM	DEFINITION
Aspect Sequence Chart	A diagram, used during testing, showing the sequence of the Aspects displayed at successive Signals.
ATC	Abbreviated term for Automatic Train Control. See section C3 for an alternative meaning.
ATO	Abbreviated term for Automatic Train Operation.
ATP	Abbreviated term for Automatic Train Protection.
Attainable Speed	The maximum speed a train is able to achieve at the location.
ATWS	Abbreviated term for Automatic Track Warning System.
Automatic Track Warning System (ATWS)	A system that gives trackside staff audible and/or visible warning of the approach of trains independently of the Signalling System. See also Train Operated Warning System.
Auto Working (of a Controlled Signal)	See 'Controlled Signals Working Automatically'.
Automatic Function	A function that, under ordinary operation, is operated automatically by the passage of trains and is not interlocked with any other Signalling Function. The function is generally associated with a particular Signal Box from which its operation is supervised, unless some form of local monitoring is provided.
Automatic Resetting and Restoration to Service	A self-checking process where no action is required by the Signaller or engineer, which ensures correspondence between the Signalling System and the actual state of the railway.
Automatic Route Setting (ARS)	A system for setting Routes without the action of the Signaller, based upon a stored timetable, train running information, defined priority, selection criteria and operating algorithms.
Automatic Signal	A Signal controlled by the passage of trains. It does not require any action by the Signaller or ARS. Automatic Signals are usually Passable.
Automatic Train Control (ATC)	Used to describe on-board automation that contributes to or replaces the driver's judgement as to how to control the train. (ATC=ATO+ATP)
Automatic Train Operation (ATO)	A high reliability system that automatically operates the train's driving controls in accordance with information usually received from the trackside signalling equipment or traffic control system.
Automatic Train Protection (ATP)	A safety system that enforces either compliance with or observation of speed restrictions and/or Signal Aspects by trains.
Automatic Warning System (AWS)	A system that provides audible and visual warnings to the driver on the Approach To Signals, certain Level Crossings and Emergency, Temporary and certain Permanent, Speed Restrictions. A track Inductor based system linked to the aspects of fixed lineside Signals. The track mounted inductors are supplied as standard or extra strength.

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TERM	DEFINITION
Auxiliary (Optical System)	Duplicate lamp or filament on hot or cold standby.
Auxiliary Token Instrument	A supplementary Token instrument usually located at the end of a Token Section but away from the Signal Box to facilitate prompt issue/return of Tokens.
AWB	Abbreviated term for Advance Warning Board.
AWS	Abbreviated term for Automatic Warning System.
AWI	Abbreviated term for Advanced Warning Indicator.
Axle Counter	A method of Train Detection. Track mounted equipment counts the number of axles entering and leaving a Track Section at each extremity. A calculation is performed to determine whether the track section is Occupied or Clear.
Backdrive	An alternative term for Supplementary Drive.
Backlight	An aperture provided at the rear of certain lamps, usually on Semaphore Signals or Ground Position Light Signals to enable the Signaller to see that the Signal is On and Lit.
Backlocking	Prevention of completion of a lever stroke to the fully normal position until the conditions required by the interlocking are satisfied. See also Check Locking and Indication Locking.
Balise	A track mounted spot transmission unit that uses transponder technology. Its function is to transmit/receive messages to/from the train passing overhead.
Balise Encoder Programming and Test (BEPT) Tool	A test and programming tool for use with the TASS track equipment.
Banner Repeating Signal	A Signal that provides the driver with preliminary information about whether a Signal is On or Off, usually provided where Sighting of that Signal is inadequate.
Bay Line	A dead-end line adjacent to a Bay Platform at a through station.
Bay Platform	A generally shorter platform at a station that serves a dead-end line, usually at a through station.
BEPT	Abbreviated term for Balise Encoder Programming and Test tool.
Berth	A location where a Train Description may be displayed by the Train Descriptor and which is normally associated with a Signal .
Berth Track Circuit	The Track Circuit that is immediately on the Approach To a Signal .

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Beyond	In relation to equipment on or alongside the track, positioned such that a train reaches it after passing another defined item of equipment. See also Advance.
Bi-Directional Line	A line on which the signalling permits trains to be signalled normally in either direction. See Bi-Directional Signalling .
Bi-Directional Signalling	Signalling which permits trains to be signalled normally in either direction on a Running Line.
Blinder	A plate that covers a Backlight to enable the Signaller to see that a Semaphore Signal has correctly cleared to the Off position.
Block Bell	A single stroke bell for communicating between Control Points by means of a code of audible Signals.
Block Indicator	The part of the Block Instrument that provides the Signaller with a continuous visual indication of the state of a line within a Block Section.
Block Instrument	The equipment in a Signal Box for the operation and indication of Block Signalling .
Block Joint	See Insulated Rail Joint.
Block Override	A feature of Absolute Block enabling a Line Clear to be normalised without requiring a train to pass through.
Block Post	A Signal Box at one end of a Block Section in Block Signalling .
Block Section	The section of line between one Section Signal and the next Home Signal . This term does not apply on a Track Circuit Block line.
Block Shelf	A shelf provided above the Lever Frame to hold equipment associated with control of the line, for example Block Instruments, Indicators and other ancillary signalling equipment.
Block Signal	A Stop Signal that controls the entrance to, or signifies the termination of, a Block or Signal Section.
Block Signalling	A system of controlling rail traffic defined by Block Sections. Normally only one train is permitted in a Block Section.
Block Switch	A switch located in a Signal Box by means of which the signalling block circuits to the Signal Boxes on either side may be connected together, enabling the Signal Box in which the switch has been so operated to close.
Blocking Back	Term used in Absolute Block and Electric Token Block, when a train or Shunting Movement is to be allowed to occupy the line within the Clearing Point or on the Approach To the Home Signal .

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TERM	DEFINITION
Bonds or Bonding	The generic term for electrical connections and cabling for Track Circuit feed and relay end connections, Cross Bonds, structure bonds and Impedance Bonds.
Braking Curve	A graphical representation of the Braking Distance of a train in relation to the Gradient, the braking characteristics and speed of the train.
Braking Distance (Emergency)	The distance in which a train is capable of stopping in an emergency. Dependent upon train speed, train type, braking characteristics, train weight and/or gradient.
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, or at an equivalent deceleration in the case of non-passenger trains.
Buffer Stop	A structure fixed at the termination of a Running Line or Siding to arrest slow-moving vehicles. Also known as a Stop Block.
Buffer Stop Lights	Red or white lights (usually two, one above the other) mounted on the Buffer Stop or at the start of the Sand Drag.
Cable Route	The position of the principal path of signalling and power distribution cables. Generally laid in Troughing.
Cab Display Unit (CDU) (RETB only)	A device for use in the driving cabs that enables the user to receive and return coded Electronic Tokens, and to display electronic Tokens issued to it. The CDU may be transportable.
Cab Secure Radio (CSR)	A secure radio communication system between driver and Signaller.
Cab Signal	A display in the driving cab of a train, showing Permissible Speed or extent of Movement Authority, instead of or supplementing lineside Signals.
Call-By	The authority given by a Signaller to a driver to pass a Signal at Danger.
Call-On (Route Class)	A Route that is provided to permit a train movement into a section known to be Occupied.
Calling-On Signal	A Subsidiary Signal used in Semaphore Signals for movement into an Occupied section.
Cancelling Indicator (AWS)	A lineside sign which denotes that an AWS warning does not apply to trains in that direction.
Cant	The design difference in level between rail head centres of a curved track.
Cant Deficiency	The difference between actual cant and the theoretical cant that would have to be applied to maintain the resultant of the weight of the vehicle and the effect of centrifugal force (at a nominated speed) such that it is perpendicular to the plane of the rails.

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TERM	DEFINITION
Cantilever	A structure that incorporates an overhang, to position a Signal Head for Signal Sighting purposes.
Cascaded Cut Section (Track Circuit)	An obsolete arrangement for a Cut Section Track Circuit in which the Relay of one section is used to control the feed to the next section.
Caterham Locking	The Normal lie of Points at a suburban or rural Terminal Station that directs potential runaway trains onto an appropriate line to avoid a head-on collision.
Catch Handle	A handle on a mechanical lever attached to a latch which holds the lever in a specific position within the Lever Frame.
Catch Points	Points provided to derail vehicles running back on rising gradients. The points may only be Unworked if traffic is in one direction only.
Caution (Aspect)	An Aspect which advises the driver that the next Signal may be at Danger. It is indicated by a Single Yellow (Aspect) or a Semaphore Distant arm horizontal.
Cautionary Aspect	Any Aspect that advises a driver that the train is required to stop at a Signal ahead. See Caution (Aspect), First Caution and Preliminary Caution (Aspect).
CBI	Abbreviated term for Computer Based Interlocking.
CCTV	Abbreviated term for Closed Circuit Television.
CD	Abbreviated term for Close Doors Indicator.
Check Locking	An arrangement to prevent the full stroke of a lever in a Lever Frame until such time as the apparatus controlled by that lever has completed its movement. See also Backlocking and Indication Locking.
Check Rail	See Switches and Crossings.
Circuit Controller	A circuit switching device containing a number of contacts, each of which may be adjusted to make or break separate circuits when operated by a lever or Signal . May be combined with a Lever Lock.
Clamp Lock	A point operating mechanism which locks the Points by directly clamping the closed Switch Rail to the Stock Rail.
Clear (a Signal)	To change a Signal Aspect from its most restrictive aspect to a less restrictive aspect.
Clear (Track Section)	The Track Section is clear of any train on a Track Circuit or a section is clear of axles.
Clear (Aspect)	A Colour Light Signal that is displaying a Proceed Aspect or a Semaphore Signal in the Off position.

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Clearance Bar	A Depression (or lifting) Bar used to prove clearance usually between converging Routes.
Clearance Point	The minimum distance from Points and Crossings at which Track Section boundaries must be positioned, to prove that a vehicle on one track is in a position clear of a movement on the other.
Clearing Point	The point in Block Signalling beyond the Home Signal up to which the line must be clear before a signalled Running Movement can approach the home Signal .
Close Doors Indicator (CD)	An indication that station work is complete and power operated doors on trains may be safely closed.
Closed Circuit Television (CCTV)	Equipment that is used for remote monitoring and supervisory purposes, usually at a station platform or Level Crossing.
Closing-Up Signal	A Signal that is provided to optimise Headways and/or to provide earlier clearance of junctions on the Approach To stations. It may or may not form part of the normal Aspect Sequence.
Closure List	Final index of design details issued to the tester-in-charge by the design organisation.
Closure Rail	A rail located between Switch and Crossing components, cut to a length to fit the requirements of the Turnout.
Co-Acting Signal	An additional Signal that is provided in exceptional situations for sighting reasons. It is located in the same transverse plane as the primary signal and displays identical Main Aspects.
Collar	A facility that prevents the Signaller from operating an item of signalling infrastructure. Either a physical item preventing the pulling of a lever or operation of a button, or an electronic equivalent indicated on the signallers workstation. The formal term for collar is Reminder Appliance.
Colour Light Signal	A Signal that conveys its information by coloured lights.
Common Rail	The rail of a single rail Track Circuit 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 is passed as being qualified and has the required knowledge and skills to carry out a particular rule, regulation, instruction or procedure.

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TERM	DEFINITION
Comprehensive Approach Locking	Approach Locking including controls that will allow the immediate release of Approach Locking if no train is approaching the Signal . It uses look back logic to ascertain the line occupancy between a given Signal at Danger and the sighting point of the Signal displaying the First Caution aspect for the Signal under consideration.
Computer Based Interlocking (CBI)	A generic term for a second generation processor based system for controlling the Interlocking between Points and Signals, as well as communication with lineside Signalling Functions. See also Solid State Interlocking.
Concentrator	A facility to connect several telephone circuits to one handset.
Conditional Locking	Interlocking between two signalling functions that are dependent upon the state of other Signalling Functions.
Conflicting Locking	Interlocking between two Routes that require one or more Points Set in opposite positions. See also Direct Opposing Locking.
Control Area	The area of the railway controlled or supervised by a particular Signal Box or control centre, as defined by the Signalling Plan.
Control Centre	A Signal Box covering a large area, usually incorporating other operational functions.
Control Device	A lever, switch, signalling panel button, VDU monitor target etc which is operated by the Signaller to set points and routes, Clear and replace Signals and operate other Signalling Functions.
Control Point	A Signal Box, including a Control Centre, Gate Box or Ground Frame.
Control Table	A part of the Signalling System specification that defines the detail of the Signalling Controls for each Signalling Function.
Controlled Signal	A Signal that is cleared from Red (other than by Emergency Replacement Switch or Signal Post Replacement Switch) from a Control Point by a Signaller or ARS on each occasion it is required to show a Proceed Aspect. Controlled Signals are usually plated as Non-Passable.
Controlled Signal Working Automatically	A Control Function (generally coloured blue and/or annotated 'A') that enables a Controlled Signal to work Automatically.
Converse Locking	The provision of locking between functions to ensure that conditions cannot be broken down, that is if 1 locks 2, then 2 must lock 1. This form of locking is provided automatically by Mechanical Interlocking. Also known as Reciprocal Locking.
Correlation	The comparison of the configuration and version status of a system with the design records to ensure that the two are in agreement.

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TERM	DEFINITION
Correspondence	The agreement of the Interlocking with the Detected state of a Signalling Function.
Counter Conditional Locking	Interlocking which prevents a condition (upon which other Interlocking is dependent) from being destroyed.
Counting Head	Wheel presence detection equipment that is fixed to the rail. Each counting head assembly consists of two counting heads and determines the number and direction of axles passing it.
Crank Handle	A portable handle for insertion in Point Machines to enable them to be operated manually.
Creep Signals	Alternative term for Loading / Unloading Indicators.
Cross Bond	A jumper cable cross-connecting the Common Rails or centre points of Impedance Bonds of parallel tracks to form a mesh of alternate paths for traction return current.
Crossing	A cast or 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 the vehicle's wheels.
Crossover	Two Turnouts connected to form a continuous passage between two parallel tracks. See Facing and Trailing.
CSR	Abbreviated term for Cab Secure Radio.
COSHH	Control of Substances Hazardous to Health. Legislation introduced in 1988.
Cut Section (Line Circuit)	The sectioning of line circuits to avoid exceeding the maximum length allowed, for instance, in a.c. electrified territory.
Cut Section (Track Circuit)	A method of reducing the continuous length of a Track Circuit by the use of individual track circuits, but indicated as a single track section on the signallers panel. Also known as Multi-Section track circuit.
Danger (Aspect)	An indication given by a Signal to stop.
Data (Signalling)	Site specific geographical and control information in an electronic form, which may be of safety-critical nature or otherwise.
Dead Locking	Locking which is not conditional on any other control.
Defective Signal	A Signal 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 signal to which Approach Control has been applied where speed must be reduced before the next signal , for example Warning (Route Class).

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TERM	DEFINITION
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.
Design Details	Any plans, control tables, engineering details and data that are required to sufficiently define the Signalling System.
Detected (Points)	Physically proved in the Normal or Reverse position.
Detection	The proof of the position of the Points (Normal or Reverse) to the Interlocking equipment.
Detonator	A small disc-shaped audible warning device, placed on the rail head, which explodes when a train passes over. Used for emergency or protection purposes. Also known as Railway Fog Signals.
Detonator Placer	An appliance for placing one or more Detonators on the Running Line.
Diamond Crossing	A crossing of two rail tracks.
Differential (Speed Restriction)	A speed restriction having up to three values, each of which is applicable to different types of train.
Direct Track Locking	Locking of Movable Components, for example, Points when a train is present. This is not conditional on the points being Set or Locked. See Dead Locking.
Direction Lever	A non-Token system of Single Line Working usually requiring continuous Train Detection through the Section. A form of Track Circuit Block.
Direct Opposing Locking	Interlocking between two Routes in opposite directions for which the lie of all points is the same.
Disc Signal	A Shunting Signal or Subsidiary Signal consisting of a small disc which rotates to indicate a change of Aspect.
Disconnected Signal	A Signal that has been adjusted to ensure that it shows only the most restrictive Aspect for one or more of its Routes.
Disconnection	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. See also Possession.
Disconnection Box	A small housing containing cable terminations to enable cable size changes or disconnections to be made.
Distant Board	A reflectorised sign that is equivalent to a Fixed Distant Signal.
Distant Signal	A Signal (not itself a Stop Signal) capable of displaying a Cautionary Aspect that informs the driver of the state of the Signals or Level Crossing ahead.

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TERM	DEFINITION
Disturbed (Axle Counter)	An interruption having occurred with the Axle Counter systems' ability to record the passage of axles. Although the equipment has returned to working order it cannot determine whether the Track Section is occupied. This results in the computer based interlocking system having an undefined state.
Diverging Route	In the signalling of junctions, any Route that diverges from the fastest/equal or straight route.
Dog Chart	A pictorial representation of the interlocking elements required to make-up Mechanical Locking. An alternative term for Locking Chart.
Doll	A short post on a Cantilever or Gantry, on which is mounted one or more Semaphore Signals.
Double Junction	The point of junction of two double track routes. It comprises two Turn Outs and a Diamond Crossing.
Double Slip	A combination of a Diamond Crossing with four Point Ends without the need of separate Crossings (Points).
Double Yellow (Aspect)	A Preliminary Caution displayed by a Colour Light Signal in Four Aspect Signalling informing the driver to expect the next Main Signal to be at Single Yellow.
DRA	Abbreviated term for Drivers Reminder Appliance.
DRACAS	Data Recording and Corrective Action System.
Draw Ahead (Aspect)	A Position Light Subsidiary Signal that instructs the driver to 'draw ahead', for example, sufficiently to enable a set back move over a trailing connection to take place. An alternative term for Calling-on or Shunt-Ahead Signal .
Driver Only Operation (DOO)	A method of working which permits trains to operate without the need of a guard.
Drivers Reminder Appliance (DRA)	A device in a driving cab to enable the driver to set a reminder. Whilst set it prevents the driver from taking power.
Drop Shunt	The maximum value of resistance which, when placed across the rails at the relay end of a Track Circuit will cause the Relay to de-energise (that is, just break its front contacts).
Economiser	Generally a Lever Lock contact internally wired in series with the coil such that the lock coil is not energised when the lever is in the full travel position. Alternatively the function may be controlled externally.
ECS	Empty Coaching Stock.
EIRENE	European Integrated Railways Radio Enhanced Network.

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Electric Token Block	A Signalling System used on Single Lines controlled by the use of physical Tokens, only one of which can be released from the instruments for a Section at any one time. The released Token is the prime authority to enter the Token Section.
Electric Token Instrument	The equipment in a Signal Box for the operation of Electric Token Block. Contains one or more electric Tokens.
Electronic Token	An electronic message transmitted by radio between a Signal Box and train. It performs the function of a Token but no physical Token is required. See RETB.
Emergency Alarm	A direct communication channel to alert a Signaller in an adjacent Signalling Centre to an emergency. Provided in Track Circuit Block territory as a replacement for emergency bell communication.
Emergency Indicator	A lineside sign that informs the driver of an Emergency Speed Restriction ahead.
Emergency Release	A device, usually sealed, to permit the operation of a Signalling Function in case of emergency or failure.
Emergency Replacement Switch	A switch or button located in the Signal Box that enables the Signaller to replace an Automatic Signal to Danger in an emergency. The Signal is not proved to be replaced. See also Replacement Switch and Emergency Signals On Control.
Emergency Signals On Control (ESOC)	Provided (generally in areas controlled by CBI) to replace all Signals to Danger in an area controlled by an interlocking, either: • in response to a traffic emergency, or • where the interlocking fails to respond to commands.
Emergency Speed Restriction	A Temporary Speed Restriction not shown in the Weekly Operating Notice, or which is more restrictive than shown, or which applies at a time not shown.
Engineering Details	Design Details from which a Signalling System is constructed.
Engineering Token	A type of Electronic Token that gives engineering staff Possession of the line.
Engineers Line Reference (ELR)	A unique Infrastructure reference for a particular section of track. Generally found in the Sectional Appendix or hazard directory.
Enhanced Permissible Speed (EPS)	The permitted speed (higher than Permissible Speed) that applies to a specific type of train over a section of line.
Entrance–Exit (NX) System	A Route Setting system for a geographic location that is controlled by sequential selection of entrance and exit buttons (or equivalent devices). This action also initiates the setting of all Points required by the Route.

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TERM	DEFINITION
EPS	Abbreviated term for Enhanced Permissible Speed.
ERTMS	Abbreviated term for European Rail Traffic Management System.
ESM (Engineering Safety Management)	The activities involved in making sure that the risk associated with changes to the railway is reduced to an acceptable level. This is set out in a document known in the railway industry as the 'Yellow Book'. The document contains a comprehensive glossary of safety terms.
ETCS	Abbreviated term for European Train Control System.
European Rail Traffic Management System (ERTMS)	A system for managing rail traffic, enabling it to operate on compatible Signalling Systems across European borders.
European Train Control System (ETCS)	The train control part of ERTMS.
Evaluator Equipment	Computing equipment provided to compare the outputs from the counting heads located at the extremities of an Axle Counter Section.
Exit Signal	The Signal or Buffer Stop/Board to which a train traversing a route is directed.
Facing (Direction)	The direction of rail traffic over Points where the train meets the Toe of the Switch Rail first.
Facing Point Lock Bar	A lifting bar to prevent the unlocking of Facing Points while a train is passing over them.
Facing Point Lock (FPL)	A Mechanical means of physically locking Points so they cannot be moved, may be provided independently or incorporated in a Point Machine.
Facing Point Lock (Economical)	A Facing Point Lock mechanically operated by the same lever that operates the point switches (as distinct from a facing point lock operated by a separate lever).
Facing Points	Points which join two diverging Routes. Points are considered to be facing when they carry Running Movements in a Facing Direction.
Fail-Safe	A design philosophy which results in expected failures maintaining or placing the equipment in a safe state.
False Clear	A condition where a Train Detection section indicates the line is unoccupied when it is Occupied by a train.
FDM	Abbreviated term for Frequency Division Multiplex.
Fibre-Optic Indicator	An indicator using optical fibres to provide the required illuminated indication. Uses include Standard and Miniature Alphanumeric Route Indicators, Close Doors, Right Away and Off Indicators.