



**THE APPROVED STANDARD  
TERMINOLOGY AND ABBREVIATIONS  
FOR RAILWAY LOCATIONS**

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## WHY STANDARD TERMINOLOGY ?

At the present time various terms are in use to describe railway locations and this variety is reflected in B.R. publications (e.g. the Working Timetable and the National Location Code Directory) and output from computer systems. It also extends to external publications (e.g. Modern Railways).

The use of different terms to describe the same type of location gives rise to errors and confusion in our business. In the end this represents a waste of time, money and mental effort. The adoption of a Standard Terminology will help to overcome these problems.

Standardisation of terminology is especially important in computer systems, not only so that the output data shall be understood accurately, but also to facilitate the exchange of data between systems.

The decision has therefore been taken to introduce Standard Terminology to describe all main types of railway location for use in all railway publications and documents. A complete list of the approved terms is provided in the following pages, together with the correct definition and the standard abbreviation for each one.

All staff concerned with the use of location descriptions, especially where B.R. publications are involved, should make themselves familiar with the Standard Terminology and use it.



## TRACTION AND ROLLING STOCK LOCATIONS (LOCOMOTIVES)

Terminology and Definition	Std Abbreviation	Department
<b>Traction and Rolling Stock Maintenance Depot</b> A multi purpose maintenance depot where in addition to locomotives and multiple units, loco-hauled coaching stock vehicles and/or wagons are also maintained.	<b>T &amp; RSMD</b>	<b>CM &amp; EE</b>
<b>Traction Maintenance Depot</b> A locomotive and/or multiple unit depot where a range of facilities for maintenance is provided. At those locations where two separate traction maintenance depots exist, one for diesel locomotives and one for electric locomotives (e.g. Longsight, Manchester) the following terms will be used:	<b>TMD</b>	<b>CM &amp; EE</b>
(i) Traction Maintenance Depot (Diesel)	<b>TMD(D)</b>	
(ii) Traction Maintenance Depot (Electric)	<b>TMD(E)</b>	
<b>Locomotive Inspection Point</b> A location where only 'A' examinations are carried out and fuelling facilities are provided.	<b>LIP</b>	<b>CM &amp; EE</b>
<b>Fuelling Point</b> A location where only fuelling facilities are provided.	<b>FP</b>	<b>CM &amp; EE</b>
<b>Locomotive Holdings Sidings</b> Sidings designated for the parking of locomotives, (i.e. leaving unmanned).	<b>LHS</b>	<b>COM</b>

## TRACTION AND ROLLING STOCK LOCATIONS (MULTIPLE UNITS AND COACHING STOCK)

Terminology and Definition	Std Abbreviation	Department
<b>DMU Maintenance Depot</b> A multiple unit depot where the full range of facilities for DMU maintenance only is provided.	<b>DMUD</b>	<b>CM &amp; EE</b>
<b>EMU Maintenance Depot</b> A multiple unit depot where the full range of facilities for EMU maintenance only is provided.	<b>EMUD</b>	<b>CM &amp; EE</b>
<b>High Speed Train Maintenance Depot</b> A depot where the full range of maintenance facilities is provided for high speed trains only.	<b>HSTD</b>	<b>CM &amp; EE</b>
<b>Carriage and Wagon Maintenance Depot</b> A combined depot where maintenance and repair facilities are provided for coaching stock and wagons.	<b>CWMD</b>	<b>CM &amp; EE</b>
<b>Carriage Maintenance Depot</b> A depot where the full range of maintenance facilities is provided for loco hauled coaching stock.	<b>CARMD</b>	<b>CM &amp; EE</b>
<b>Carriage Servicing Depot</b> A location without the full range of maintenance facilities whose function is to clean loco hauled coaching stock and/or multiple units.	<b>CSD</b>	<b>COM</b>
<b>Carriage Holding Sidings</b> Sidings where loco hauled coaching stock or multiple units are parked without provision for cleaning.	<b>CHS</b>	<b>COM</b>
<b>Parcel Van Holding Siding(s)</b> Siding(s) used solely to stable (hold) NPCCS Vehicles.	<b>PVHS</b>	<b>COM</b>

## TRACTION AND ROLLING STOCK LOCATIONS (WAGONS)

Terminology and Definitions	Std Abbreviation	Department
<b>Wagon Repair Depot</b> A depot where facilities are provided for the repair of revenue and departmental wagons.	WRD	CM & EE
<b>Wagon Repair Cripple Siding</b> A siding designated for minor repair work, protection against shunting being afforded by padlock and key.	WRCS	CM & EE
<b>Catchment Area Focal Point</b> A location set aside for the grading of cripple wagons prior to moving to Regional wagon repair depots or BREL workshops for repair.	CAFP	CM & EE
<b>Wagon Holding Sidings</b> Sidings designated for holding empty wagons against prospective loadings, or in storage, or crippled wagons awaiting grading or repair.	WHS	COM

## FREIGHT TRAIN WORKING LOCATIONS

Terminology and Definition	Std Abbreviation	Department
<b>Network Yard</b> Sidings, the major function of which is to form and break down network wagonload★ trains to or from other Network Yards in order to service by local network wagonload trains, Section Sidings. May also perform a terminal servicing function in respect of local terminals and sidings, etc.	NY	COM
<b>Section Sidings</b> Sidings, the function of which is to form or break down local network wagonload★ trains to or from one or more Network Yards in order to service by trips, Terminal Complexes, Terminals, Sidings or Department Depots in the area.	SS	COM
<b>Terminal Complexes</b> Sidings tied exclusively to the shunting requirements essential to service sidings at a major terminal or group of terminals★ ★may also perform a marshalling function for Speedlink trains or sections of trains.	TC	COM
<b>Recessing Sidings</b> Sidings where trains are recessed for the control and regulation of traffic flows or train working other than brief stops for changing locos/men, but not involving alterations to formations. NB Weekend 'line of route'recessing not included.	RS	COM
<b>Exchange Sidings</b> Sidings to which both BR and other undertakings locomotives have access for the purpose of exchanging wagons between private sidings and the BR system.	EXS	COM
<b>Reception Sidings</b> Sidings where trains are received pending further handling at the associated location.	RECP	COM

## PARCELS TRAIN WORKING LOCATIONS

<b>Parcels Marshalling Yard</b> A marshalling yard used solely to marshal parcels trains or transfer parcels vans between trains.	PMY	COM
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## GENERAL OPERATING LOCATIONS

Terminology and Definition	Std Abbreviation	Department
<b>Signal Box</b> Place where signalmen are employed to signal trains (embraces the terms 'power signal box' and 'signalling centre' without any distinction)	SB	CS&TE/COM
<b>Shunting Frame</b> Location whose function is to control local movements, under the supervision of a signal box but with direct operation of some running signals.	SF	CS&TE/COM
<b>Ground Frame</b> Location whose function is to operate points for shunting movements, that has no direct control of running signals.	GF	CS&TE/COM
<b>Level Crossing</b> Location where a road crosses the railway on the level. (No distinction between locally manned, remote manned or automatic).	LC	CS&TE/COM
<b>Junction</b> Location where different routes join or there are important connections between running lines.	JN	COM
<b>Flat Crossing</b> Location where the rails of two different routes cross on the level without the routes joining.	FC	COM
<b>Apply Wagon Brakes Location</b> Marker point at which non fitted or partially fitted freight trains stop to have brakes pinned-down or picked-up.	AWB	COM
<b>Signal</b> Individual signal, or group of signals, usually identified by the plated signal number(s), some of which can constitute a timing point.	SIG	CS&TE/COM

## COMMERCIAL LOCATIONS

Terminology and Definition	Std Abbreviation	Department
<b>Freight Depot</b> A BR freight terminal open to the public for the forwarding and receipt of merchandise and coal traffic which has not been closed to the general public under the terms of the 1962 Transport Act.	FD	CFM/COM
<b>Coal Concentration Depot</b> A special depot created for handling bulk coal or other commodities in accordance with an agreement between BR and outside undertakings (description not to be used without the prior authority of the Chief Freight Manager).	CCD	CFM/COM
<b>Freightliner Terminal</b> A terminal operated by Freightliners Ltd to provide facilities for the transhipment of freightliner containers from road vehicles to railway wagons and vice versa (for use in operating documents only).	FLT	CFM/COM
<b>Coal Handling Plant</b> Location for receiving coal using the continuous unloading process, (excludes MGR Power Stations).	CHP	CFM/COM
<b>Car Terminal</b> Location for loading and unloading trade motor vehicles (description not to be used without prior authority of the Chief Freight Manager).	CT	CFM/COM
<b>International Freight Terminals</b> (i) London (ii) Birmingham (iii) Manchester (iv) Glasgow	IFT LIFT BIFT MIFT GIFT	CFM/COM



## COMMERCIAL LOCATIONS

(continuation)

Terminology and Definition	Std Abbreviation	Department
<b>Refuse Transfer Station</b> Location for loading and unloading containers of household refuse (for use in operating documents only).	RTS	COM
<b>Parcels Depot</b> A terminal where solely Rail Express parcels traffic is handled.	PD	CPM/COM
<b>Private Siding</b> A private siding will be identified by the name of the firm currently using it, normally the owning firm/organisation. The description may be amplified by the local name for the siding.		CFM/COM
<b>Motorail Terminal</b> A terminal used specifically for the handling of motorail trains and the loading of passengers and motor vehicles to such trains.	MT	CPM/COM
<b>Passenger Station (staffed or unstaffed)</b> A passenger station will be identified only by it's official name. This may be amplified as appropriate (e.g. for the timetable index) when there are two places having the same or similar names.  A terminal or halt where passenger trains may start, stop en-route or terminate. May also handle motorail and/or parcels traffic.		CPM/COM

## DEPARTMENTAL LOCATIONS

Terminology and Definition	Std Abbreviation	Department
<b>CE Works</b> A major works concerned with the production of railway plant, equipment and other products (e.g. track and concrete products).	CE WKS	CCE
<b>Switch and Crossing Works</b> A works/depot with facilities for manufacturing switch and crossing units.	SCW	CCE
<b>Central Materials Depot</b> A depot for storage and distribution of permanent way and similar materials.	CMD	CCE
<b>Pre-assembly Depot</b> A depot where track and track layouts are assembled and loaded for despatch to site.	PAD	CCE
<b>Rail Welding Depot</b> A depot with facilities for rail welding but where no pre-assembly activity takes place.	RWD	CCE
<b>Creosoting Depot</b> A depot with facilities for creosoting only.	CRD	CCE
<b>Stripping Depot</b> A depot with facilities for stripping components from recovered track only.	STD	CCE
<b>Quarry</b> A location concerned with the production and distribution of stone and ballast	QRY	CCE
<b>Tip</b> An area used for disposal of spoil or spent ballast.	TIP	CCE



## DEPARTMENTAL LOCATIONS

(continuation)

Terminology and Definition	Std Abbreviation	Department
<b>Electrification Fixed Equipment Depot</b> A depot at which equipment and staff for electrification fixed equipment maintenance and repair are based.	EFED	CM & EE
<b>Electrification Construction Depot</b> A depot at which equipment and staff (and possibly contractors) for electrification fixed equipment construction are based.	ECD	CM & EE
<b>Electrical Control Room</b> A place from which overall control of the whole or part of an electrification traction power system is exercised. Note : an Electrification Fixed Equipment Depot and Electrical Control Room may be combined with and/or on the same site as a T & RSMD, TMD, or EMUD.	ECR	CM & EE
★ <b>Plant and Machinery Depot</b> A depot where facilities are provided for the maintenance and repair of plant and machinery.	P & MD	CCE/CM&EE
<b>CE Workshop</b> Minor workshops where joinery and small works are carried out.	CE MWKS	CCE
★ <b>Departmental Sidings</b> Siding at locations other than those separately defined in this section where the departmental identification would precede the word sidings (e.g. CE Sidings) see also note below :		
★Types of location applicable to more than one function where there would be a need to amplify the description to indicate the appropriate function thus CE WKS. The following standard abbreviations would be used for this purpose:		

CE	Civil Engineers
M & EE	Mechanical & Electrical Engineers
S & TE	Signal & Telecommunication Engineers

## CONVENTIONS TO BE ADOPTED IN THE APPLICATION OF STANDARD RAILWAY LOCATION TERMINOLOGY

The following conventions are to be adopted when applying the standard terminology to a specific location and when catering for the requirement to group or sub-divide locations. Normally the location type will be associated with the place name (e.g. Old Oak Common TMD, Peterborough PD etc.).

### 1. Selection of Correct Terminology

The listings of terms and definitions have been deliberately arranged in functional groups and within such groups where it is appropriate, the types of location other than those under the headings Commercial & Departmental have been listed in descending order of importance in terms of the activities performed.

In selecting the appropriate terminology to be applied to a particular location the prime activity performed at that location is the deciding factor, for example if the location provides for the stabling of carriages but a facility for carriage cleaning is also provided it is a Carriage Servicing Depot not a Carriage Holding Siding.

### 2. Multi-Activity Locations/Multi-Purpose Complexes

It is important to distinguish between:-

- 'A' a multi-activity location, and
- 'B' a multi-purpose complex.

'A' relates to a single physical location (e.g. a building or a set of sidings) where two or more related activities take place. In this instance the prime activity determines the terminology to be applied, the definition always providing for the secondary activity or activities to take place.

#### for example

Chester Carriage Maintenance Depot which provides facilities for carriage cleaning and carriage stabling in addition to carriage maintenance would be referred to by the term Carriage Maintenance Depot.

'B' relates to a group of two or more physically distinct subsidiary locations within a single geographical area, having common connections to the running line, but serving different and not necessarily related purposes. In this instance each of these would normally be regarded as separate locations and in each individual case the appropriate terminology would be applied. Where there is a requirement to identify the entire complex as a single location the terminology applicable to the dominant activity will be used (e.g. Network Yard, Traction and Rolling Stock Maintenance Depot or Passenger Station). Where there is a need to refer to a complex comprising a number of CCE depots, the term CCE Complex will be employed (e.g. Woking CCE Complex).

#### for example

Old Oak Common which includes a TMD, an HST depot, a carriage cleaning depot and carriage holding sidings would be referred to by the term Traction and Rolling Stock Maintenance Depot.



### **3. Sub-division of Freight Train Working Locations**

Where there is a need to sub-divide a network yard, section sidings or a terminal complex, the description for such locations must show the location as a whole followed by the description of the sub-location as per the following example.

Doncaster NY  
Doncaster NY (West Yard)  
Doncaster NY (Up Decoy)  
Doncaster NY (Down Decoy)

### **4. Sub-division of Locations by Activity**

Where there is a need in the National Location Code to provide for the separate identification of activities within an 'A' type location or within a subsidiary location which is part of a 'B' type complex, for example for payroll or other accounting purposes, the description for such locations must show the standard abbreviation for the term applicable to the location as a whole followed by the activity shown as per the following example:-

Gillingham Kent EMUD  
Gillingham Kent EMUD (Traction Mtnce)  
Gillingham Kent EMUD (Stores)  
Gillingham Kent EMUD (Carriage Servicing).

### **5. Amplification of Place Name**

The official name for a location should always be used, however whilst the official name may well be known locally it will be necessary for it to be amplified where two or more place names are identical or similar. It may also be necessary for it to be amplified where the official name provides no indication of its geographical location. The latter would not be necessary in a timetable since its position in the table would confirm its geographical position, however it may be necessary in a timetable index, a gazetteer, a directory of locations or similar publication.

Where such amplification is necessary it should be shown after the official name.

### **6. Use of Standard Abbreviations**

Place names including any amplification should only be abbreviated when such abbreviation is necessary. The standard abbreviations for location types listed in this pamphlet should be used consistently for all purposes whether abbreviation is necessary or not. The single exception to this principle is in the case of Freightliner Terminal where the full description is essential for Freight Department purposes; for all other purposes the abbreviation **FLT** will be used.