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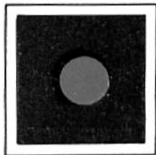
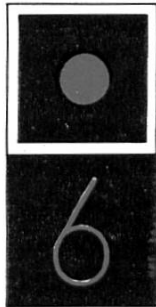
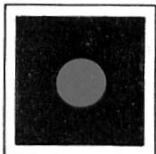
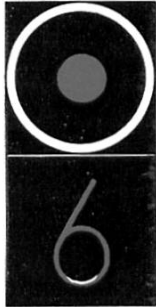
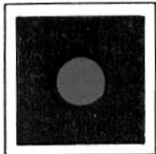
## BAHN 2000 - NEW SIGNALLING SYSTEM GETS GREEN LIGHT

a translation by Hugo Roth

In order to put into practice higher permissible track speeds demanded by Bahn 2000 it is necessary for the current method of signalling to undergo drastic revision. The existing signalling system indicates the various speeds that trains must travel at by displaying different colours (green and yellow) in several combinations. Such a system has its limitations and it would not be practical to increase the number of light constellations in a logical way that would facilitate higher speeds or make it easy to install additional block sections.

The latest system now being introduced offers a much better way of informing the driver as to the condition of the line ahead. The new signals will show a single red, yellow or green aspect. Where a yellow or green aspect is displayed a train can proceed and where necessary an illuminated numeral (set below the signal light) will inform the driver the maximum speed at which he should proceed at. If a signal is capable of showing a red aspect - the signal lens will be set into a square shaped frame (hauptsignal) whereas a signal which can only show yellow or green light (distant) will have a circular shaped frame. Numerals i.e. '6' inform the driver that he may proceed at a maximum of 60 kilometres per hour. Such a speed limit would be operative where distances between signals are short and successive trains are running at close intervals thus utilising the lines capacity to better advantage.

The first sections to be equipped with the new signals are between Leuk and Visp (Rhone Valley) where speeds of 160 k.p.h. have been introduced also between Duebendorf and Uster (near Zurich) as part of the S - Bahn.

ASPECT	INDICATION	ASPECT	INDICATION
	Proceed at up to maximum speed as shown in the working timetable		Proceed at up to maximum speed as indicated by the digit displayed at the signal. i.e. '6' = 6 x 10 = 60 kph.
	Prepare to stop at the next signal.		Reduce speed as indicated by the digit displayed at the signal, before reaching the next signal.
	Stop.	<b>The New Signalling-System in Detail</b>	