

# Swiss signals. Part XI, Signalling on the RhB and FO

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Objektyp: **Article**

Zeitschrift: **Swiss express : the Swiss Railways Society journal**

Band (Jahr): **3 (1991-1993)**

Heft 7

PDF erstellt am: **22.07.2024**

Persistenter Link: <https://doi.org/10.5169/seals-855212>

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## Signalling on the RhB and FO

by John Jesson

*Continued from page 32 June 1992 Swiss Express*

**It was not** my original intention to cover the signalling of the Rhatische Bahn and the Furka-Oberalp. However David Yule has provided information on the signalling of these two popular railways, which has much in common with SBB signalling.

Most of the signals and their meanings are similar to those in use by "big brother", although there are a few detail differences. To add to the value of the information, it is also applicable to the MOB

### Hauptsignal

*(Refer to Swiss Express Vol.2 No.9, March 1990 and corrections in Vol.2 No.10, June 1990)*

2-, 3- and 4-light Hauptsignals are in use, but not the 5-light.

The 2-light signals can display either a red light (the lower of the two), meaning stop, or a green light (upper), meaning proceed at up to maximum line speed. (Fahrbe-griff 1)

The 3-light signals can display a red light (the centre of the three), a green light (upper), with the same meaning as the 2-light signal, or both green and yellow lights (upper and lower) meaning proceed at reduced speed of maximum 25 km/h (Fahrbe-griff 2).<sup>\*</sup> The lights of the 4-light signal are, reading from top to bottom, green, red, yellow, green. Stop and proceed aspects are as for the 2- and 3-light signals, the upper green light being used for the proceed aspect. Also green-over-yellow again indicated Fahrbe-griff 2, as for the 3-light signal. Both green lights mean proceed at reduced speed of maximum 45 km/h (Fahrbe-griff 3)<sup>\*</sup>

<sup>\*</sup> Note the difference of maximum permitted speed compared with SBB signalling.

### Vorsignal

*(Refer to Swiss Express Vol.2 No.9, March 1990 and corrections in Vol.2 No.10, June 1990)*

The Vorsignal is the same as that used on the SBB, and the indications it displays in

relation to the various Hauptsignal displays are also the same as in use on the SBB.

Because of the sharp radii used on the metre gauge, it is sometimes necessary for a second Vorsignal to be positioned between the Vorsignal and the Hauptsignal to which it applies. The second Vorsignal is not at the full braking distance from the Hauptsignal.

### Hauptsignal and Vorsignal on the same post

*(Refer to Swiss Express Vol.2 No.10 June 1990)*

The same explanations apply as for the SBB

### Point signals

*(Refer to Swiss Express Vol.3 No.4, December 1991)*

Point indicators are similar to those in use on the SBB, including the use of a circular orange marker to denote a dead end siding.

The indication for pointwork in dual-gauge track differs slightly, the indicator board being a black-bordered white square bearing either the letter **S** or **N** and the word Halt, indicating that either **Schmalspur** (narrow gauge) or **Normalspur** (standard gauge) trains must stop.

### Train stop board

*(Refer to Swiss Express Vol.3 No.1 March 1991)*

Unlike the SBB, which indicates different stopping positions at stations for trains of differing lengths, the RhB uses a simple black H on a coned white board, edged black.

### Transit signal

(Refer to *Swiss Express Vol.3 No.1, March 1991*)

On the RhB, an unstaffed station is indicated by a white T on a black board, on the station building.

### Distance posts

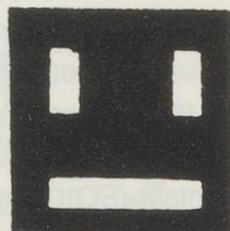
(Refer to *Swiss Express, Vol.3 No.2 June 1991*)

The Kilometer board is the same as that used on the SBB, but the Hektometer board differs in that the distance is shown in horizontal form (eg. 25,4) rather than the SBB style of Km above and Hm below.

### Electrified zone signals

(Refer to *Swiss Express Vol.3 No.6, June 1992*)

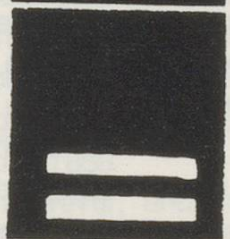
No traction current.  
Yellow on black board.



11,000 volts ac.  
Red on black board.



1000-3,000 volts dc  
White on black board.



Several signals and indicators have exactly the same meaning as that applicable to the SBB. These are listed below, under the issue of Swiss Express in which they were described.

### Vol.2 No.11, September 1990

Fixed distant (Merkzeichen)  
H and S plates.

### Vol.2 No.12, December 1990

Miniature (dwarf) signals

### Vol. 3 No.1 March 1991

Automatic level crossing signal  
(Flashing light only)  
Compulsory stop signal  
Indicators of train protection equipment  
Rack rail signs  
Request Stop Signal (Older type only)  
Snow clearing indicator  
Whistle board

### Vol.3 No.2 June 1991

Departure signal  
Gradient posts  
Telephone indicator  
Warning board

### Vol.3 No.3 September 1991

Alteration of permitted speed  
Speed boards (Single speed only shown)  
Temporary speed restriction signals  
Weighbridge speed restriction

### Vol.3 No.6 June 1992

Overhead wire signals

*The next instalment will be the final one, and will attempt to show how the signals are positioned.*

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## New Badges

The SBB have this year issued a set of 5 enamelled badges, representing various notable SBB motive power units against a geometric background. Locomotives featured are C5/6, *Krok*, Ae6/6, Re4/4 460 and *Red Arrow* railcar. They are on sale at the SBB Bureaux de Change at SFr.20 the set - they are

not available separately. They can also be ordered direct from 30-4950-1, SBB Secretariat, 3030 Bern, Switzerland. Payment should be in SFr. and your name and address should be included.

We would stress that the colours are rather bright, indeed strident.