

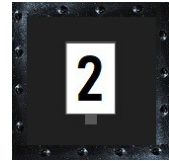


# Signal Manual

The outdated speed table Lf4 according to DV 301 gives you the maximum permissible speed in km/h.



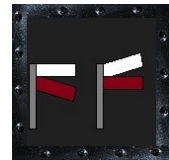
The newer version of the speed table shows only one digit, which has to be multiplied by ten. Steps with 5 aren't possible anymore.



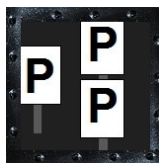
The signs Lf2 ("A") and Lf3 ("E") mark the beginning and end of a temporary restricted area.



These panels announce changes in the incline of the track. To put it simply: From left to right the bright bar shows the upcoming track; the dark the previous one.



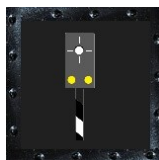
An acoustic signal is required to secure a danger point. The "P" comes from the german word "Pfeife" for "whistle".



The signal So15 announces the monitoring signal So16 for secured level crossings (BÜ). The electric contact is at this point.



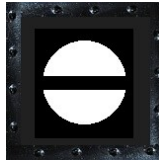
The signal "So16" uses a white flashing light to indicate that the associated level crossing is secured and the train can approach to it.



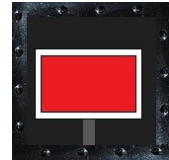
The board "Ne5" on the platforms indicates where the front of the train should stop in order to enable optimal boarding.



The sign "Sh0" marks the end of track. It can be found on the buffer stops, for example, and indicates that the track is impassable from here always.



The panel "Sh2" also indicates route closures. In contrast to "Sh0", these are rather temporary, for example when the gates of a locomotive shed are closed.



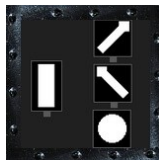
The board "So17" announces the crossing of an automatic switch. The route must be checked at the following light signal "So18".



The light signal "So18" indicates an automatic switch and its position. In addition to a control light, a second light indicates, the switch is in default position.



Signals of the type "Wn" indicate a switch and the chosen track beyond that switch.



The sign "Ra12" indicates where the clearance gauge of two tracks would overlap. Vehicles must stand behind this point to avoid blockages.



The sign "Ra11" asks to wait when shunting, so that the staff can take a good look at the current situation. Proceed with permission only (use Tabulator).



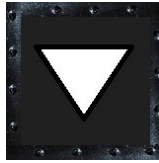
While "Ra11" requires a short stop, "Ra10" generally only allows shunting up to this point. This is how "Ra10" separates shunting areas from the open route.



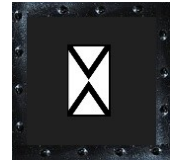


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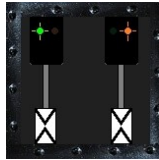
Board "So3b" announces a upcoming warning signal. In combination with a second board the distance to the signal can be specified. Every stripe on the additional board means 100 meters distance.



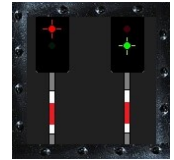
The signal "Ne2" announces a main signal. The speed must be adjusted so that a stop would be possible.



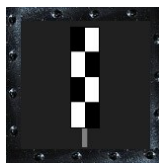
Where the main signal is less visible, an electrical distant signal announces the status of the main signal. Expect a stop, if the light is yellow.



This is a main signal, recognizable by the red and white stripes. It works like a traffic light. A red light means "hold" and a green one "proceed".



This signal indicates that the announced main signal is somewhere else, for example on the other (left instead right) side of the track.



In East Germany the obsolete cross sign "So 106" announced a main signal without a distant signal, similar to "Ne2".



The trapezoidal sign "Ne2" serves as an entry signal on routes without electrical signals; for example on the "Selketalbahn". Without permission to proceed into the station, you have to wait for further instructions there.



The snow plow sign "Ne7" indicates where a snow plow must be raised or lowered, for example to avoid serious damage at level crossings.



The sign Zg2 indicates the end of a train to draw attention to any lost wagons.

