

Zeitschrift: Swiss express : the Swiss Railways Society journal
Herausgeber: Swiss Railways Society
Band: 1 (1986-1987)
Heft: 6

Artikel: Bahn 2000 - New signalling system gets green light
Autor: Roth, Hugo
DOI: <https://doi.org/10.5169/seals-853677>

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften auf E-Periodica. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. Das Veröffentlichen von Bildern in Print- und Online-Publikationen sowie auf Social Media-Kanälen oder Webseiten ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. [Mehr erfahren](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. La reproduction d'images dans des publications imprimées ou en ligne ainsi que sur des canaux de médias sociaux ou des sites web n'est autorisée qu'avec l'accord préalable des détenteurs des droits. [En savoir plus](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. Publishing images in print and online publications, as well as on social media channels or websites, is only permitted with the prior consent of the rights holders. [Find out more](#)

Download PDF: 23.01.2026

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

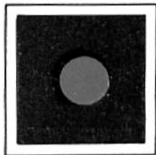
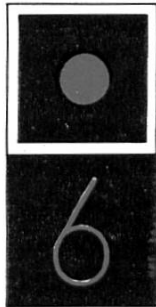
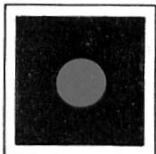
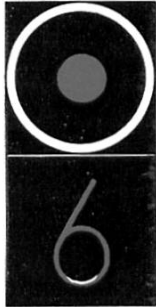
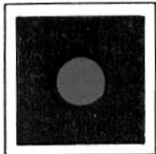
BAHN 2000 - NEW SIGNALLING SYSTEM GETS GREEN LIGHT

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.	The New Signalling-System in Detail	