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# LINESIDE NOTICES (2)

by John Jesson

Continued from page 14 March 1991 Swiss Express

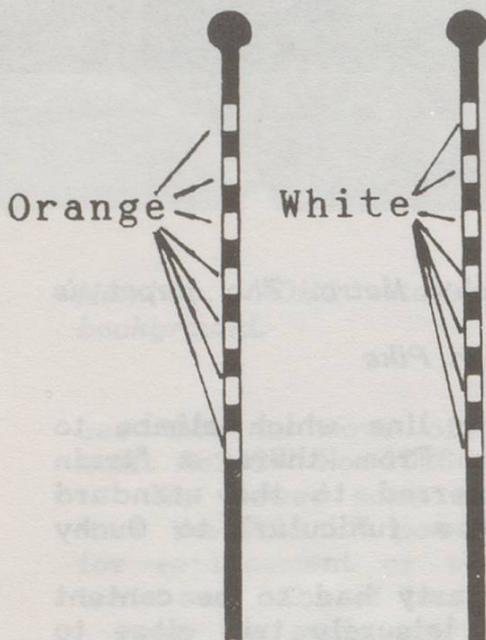
## Telephone Indicator



Where necessary, the location of a telephone is indicated by a black T on a white board. In some cases, a white arrow indicates the direction of the telephone.

Signal telephones are enclosed in an orange box carrying the letter S.

## Loudspeakers for instructions to drivers



The loudspeakers allow two-way conversation between the signalman and the driver of a locomotive, without the driver having to leave the cab. They can also be used from ground level.

If the post is painted orange and black, the driver of a motive power unit stopped by it must, without being asked, use the loudspeaker. If the signal following the speaker is clear for forward movement, this instruction is void.

If the post is painted white and black, the driver of a movement brought to a stand can, if required, use the loudspeaker to call the signalman. Should the signalman call the driver, the driver must answer at once.

## Gradient posts

Gradient posts give both the gradient (expressed as parts per thousand; ‰) in large numerals, and the distance in metres, in small numerals, to the next post. Whether the gradient is rising or falling is indicated by the design of the board.

The posts are normally positioned at changes of gradient of 2‰ or more and are on only one side of the track. Usually on double track stretches, they are placed alongside the rising left-hand track.



Before rising gradients

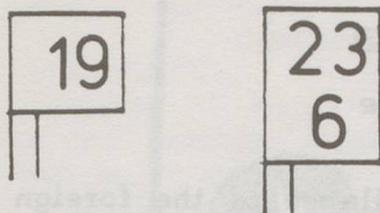


Before level stretches



Before falling gradients

## Distance posts



Distances are indicated by Kilometer and Hektometer (0.1 Km) boards. In the case of Hektometer boards, the upper figure is the Kilometer and the lower figure the Hektometer distance. Normally, the boards are placed at right angles to the track and to the left with respect to the rising Kilometerage.

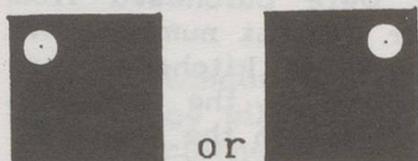
## Warning boards



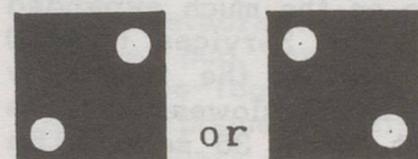
Yellow/black diagonal stripes indicate a danger spot or obstacle requiring particular care.

## Brake test signals

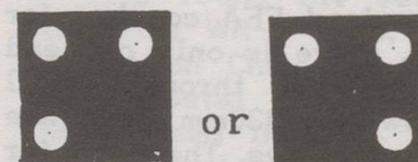
Familiar to most Swiss travellers are the brake test lights at stations, used when a train has been divided or joined or locomotives have been changed. The signals are operated by station staff, the first two indications being instructions to the driver, and the third advising that the test is satisfactory. The indicators are double-sided, giving a mirror image depending on which side is being viewed. Normally the track is furthest from the single light of a. The lights are extinguished by the station staff and when unlit are without meaning.



a) Apply brakes.  
One white light.

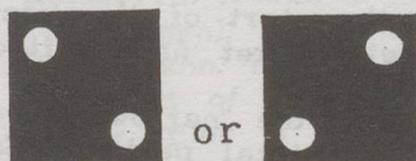


b) Release brakes.  
Two diagonal white lights.



c) Brake test satisfactory.  
Two upper & one lower white lights.

## Departure signal



green

The same size and shape as brake test signals, departure signals are frequently incorporated with them. It is an instruction to the driver, usually by the station staff, that he may depart. It does not override normal running signals, being only an indication that the station work has been completed. The upper light is white, the lower is green and, like the brake test signal, it is double sided.

*Next issue - Speed restrictions*