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## Point Indicators and Markers

by John Jesson

*Continued from page 27 September 1991 Swiss Express*

### Point Indicators

Point indicators show, with the same indication on opposing sides, the direction for which the point is set.

Each point indicator shows:

- a) the straight setting, if the point is set to the straight route or, if both routes are curved, the route carrying the higher permitted speed.
- b) the diverging setting, if the point is set to the curved route, or if both routes are curved, the route carrying the lower permitted speed.
- c) the position, left or right, of a single point, both routes of which carry the same maximum speed.

The following are used as point indicators:

- a) revolving lanterns - for single points and single slips.
- b) fixed lanterns with movable shades - for single and double slips.

At single and double slips, the track which aligns with the long axis of the station is the principal route.

It is permissible, on a remote track which is seldom used at night to use a painted disc which is not illuminated in place of a point signal lantern.

### Indication of the position of a single point (EW)

Point set straight



Point set for diverging route



If the point carries the same permitted speed over both routes, an arrow indicates:

Point set to LH route



Point set to RH route



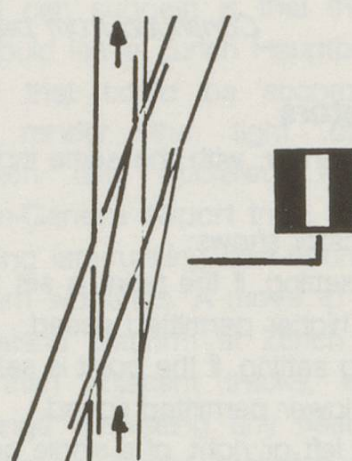
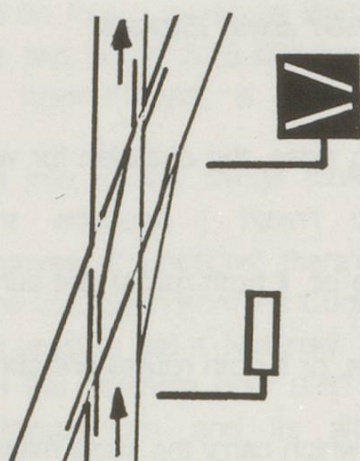


# Indication of the position of a single slip (EKW)

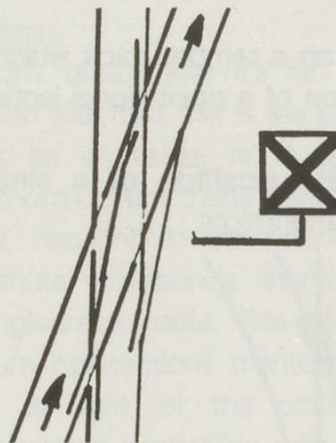
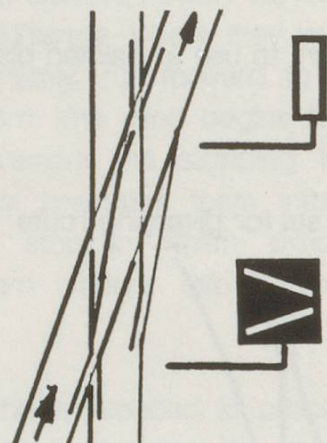
With revolving lanterns

With fixed lanterns

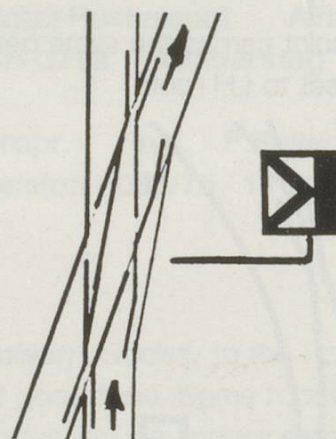
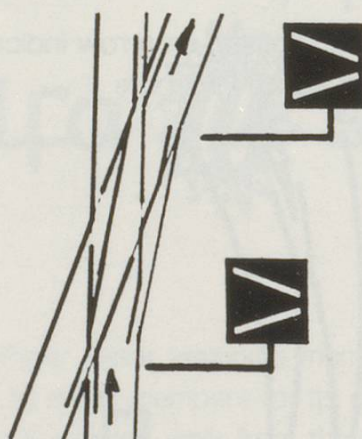
Point set for the track of the principal route



Point set for the track of the crossing route



Point set for movement from the main track to the crossing track, and vice versa





# Indication of the position of a double slip (DKW)

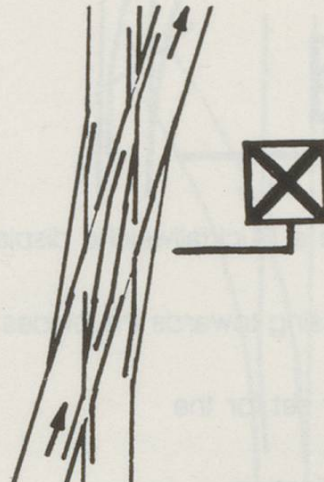
With revolving lanterns

With fixed lanterns

Point in straight setting

Along the track of the principal route

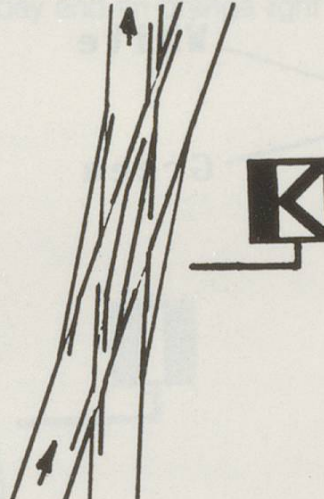
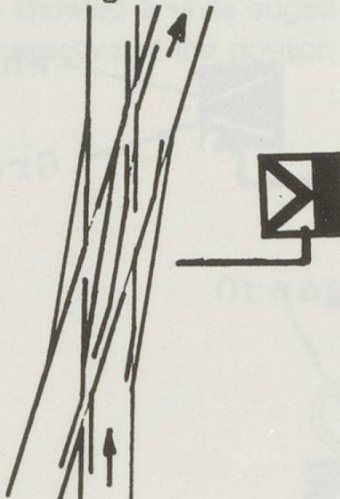
Along the track of the crossing route



Point set for diverging route from the principal route to the crossing route, or vice versa:

To the right

To the left

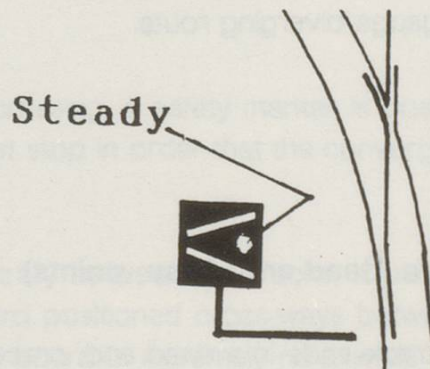
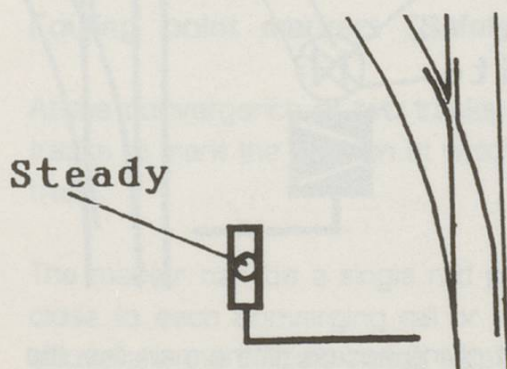


## Indication of the position of trailable points

For travel against the tip of the points:

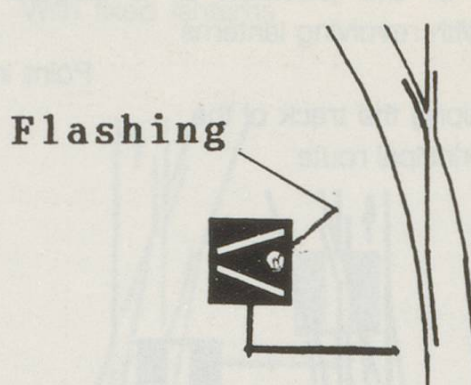
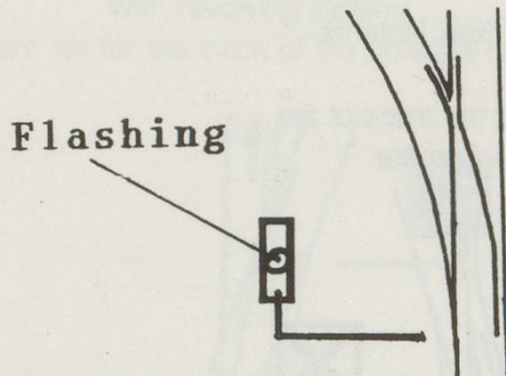
Point set straight

Point set for diverging route





- a flashing white light indicates that the point is not in its final position.

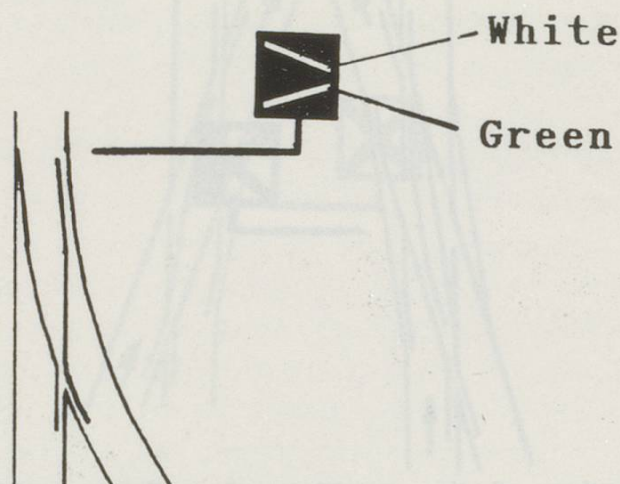
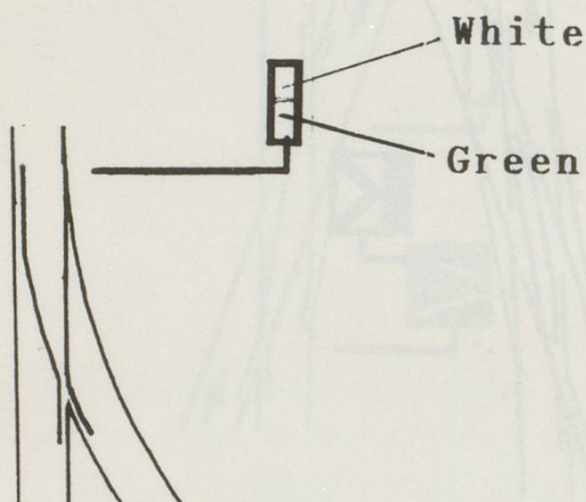


Trains must stop before a Ruckfallweiche displaying a flashing or unlit point indicator.

For travel from the crossing towards the blades:

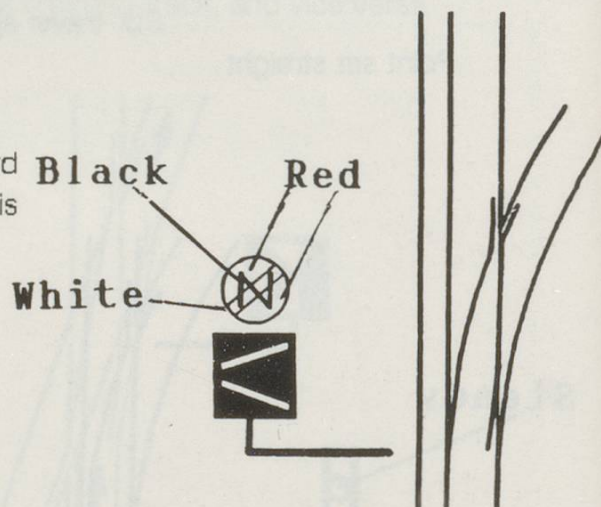
Point normally set for the straight route.  
(Diverging indication - see EW rh diagram)

Point normally set for the diverging route.  
(Straight setting - see EW lh diagram)



Narrow gauge point in dual gauge track

A standard EW indicator is used with a red/white/red board with a letter N mounted above, only visible when the point is set for the narrow-gauge diverging route.



Point leading to a dead-end (trap points)

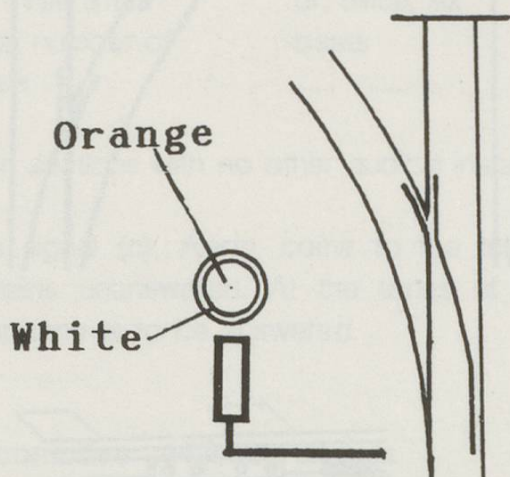
When a departure track ends in a dead end, preceded by a point giving access to the main line, the indicator associated with that point carries a circular orange board, edged in white. The board is not



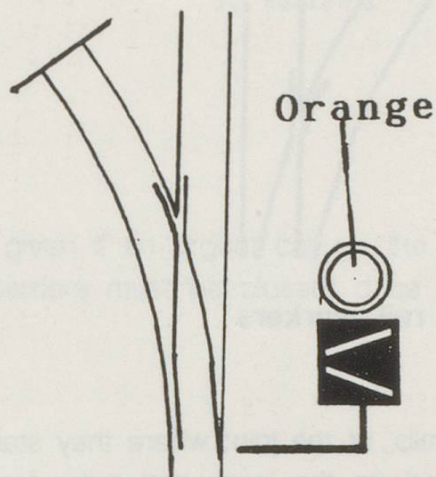
illuminated at night, but the indicator lantern shows an orange indication, rather than the usual white.

On points with rotating lanterns, the board rotates with the lantern.

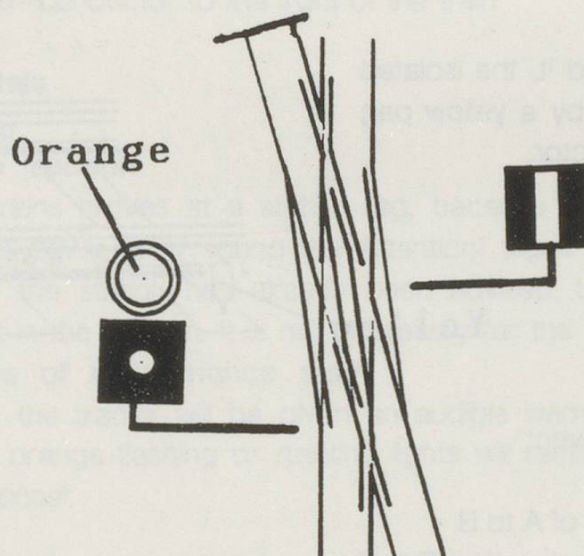
Indication when the dead-end  
is the straight route



Indication when the dead-end  
is the diverging route



If the point is provided with a fixed lantern with moveable shades, then an additional lantern is required, showing a white edged orange board by day and an orange light by night. The indicator is fixed, irrespective of the position of the point.

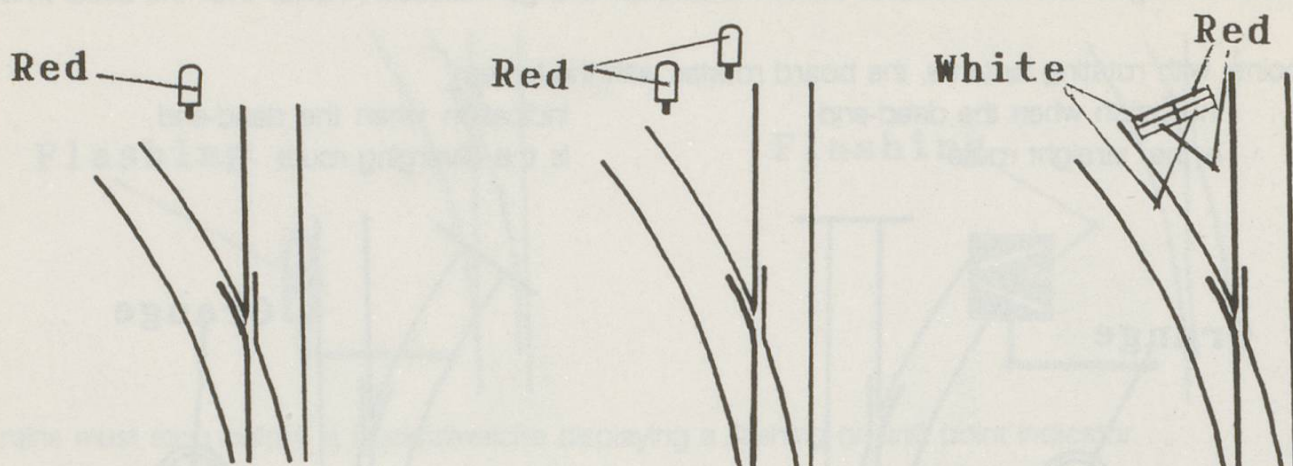


### Fouling point markers (Safety markers)

At the convergence of two tracks at a point or crossing, a safety marker is positioned between the tracks to mark the position at which a vehicle must stop in order that the converging track is clear for traffic.

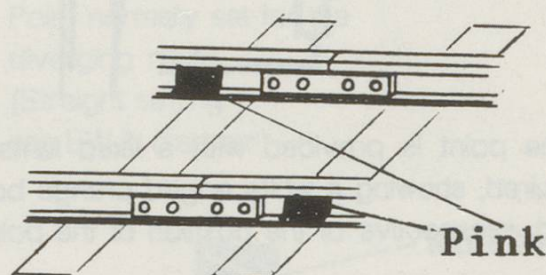
The marker can be a single red peg placed centrally between the tracks, a pair of ref pegs placed close to each converging rail or a red/white board positioned cross-ways between the tracks. (The above are the officially noted safety markers. The board is extremely rare, while also to be seen are pegs quartered red/white.)



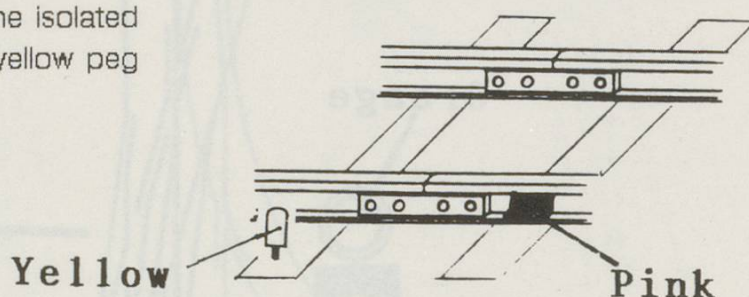


### Isolated rail markers

Isolated rails, at the joint where they start or end, are painted on the inner and outer faces of the rails with a pink mark. (Also seen as pink plastic clips)



Where local circumstances demand it, the isolated rail section is additionally marked by a yellow peg or yellow-painted cable end connector.



### Audible signals

The following indications can be given:

- A train departing in the direction of A to B.
- A train departing in the opposite direction, B to A.
- Alarm - come to the telephone

Multiple-tone  
bell

a)  
Once, a set  
number of beats

b)  
Twice, a set  
number of beats

Single-tone bell  
or single-tone alarm

Three times,  
three beats

Twice, two  
beats

Rattle alarm

One unbroken  
5-second sound

Two unbroken  
5-second sounds

Hooter

One unbroken  
5-second sound

Two unbroken  
5-second sounds



c)

An unbroken run of beats for at least 15 secs\* or, three times a set number of beats

An unbroken run of beats for at least 15 secs\* or, twice, six beats

.....


Broken sounds for at least 15 seconds


An unbroken run of short sounds for at least 15 seconds


\* on sections with no other audible installation.


The signal (c), Alarm, come to the telephone is to be given if an urgent call on the telephone remains unanswered. At the tones of this signal, any barriers must be closed, once done, the telephone is to be answered.


### Locomotive whistle signals

 Attention! (In cases of danger, repeated. Also can be given with mouth whistle or horn)

 Apply handbrakes.

 Release handbrakes.

 Change point.

 Train conductor to the front of the train.

### Other warning signals




#### Vehicles left in the section

When an incomplete train arrives at a station (eg, because the train has become divided in the section), on arrival the driver must sound the Attention! signal on the locomotive whistle several times in succession. If the station has already been advised, before the arrival of the train, that vehicles have been left in the section, it is not necessary for the Attention signal to be sounded.

#### Alarm at workplaces of maintenance staff

Staff working close to the tracks will be given an audible warning of the approach of a train, an optical alarm signal of orange flashing or rotating lights will remain turned on. These lights have no meaning for train personnel.

#### Train arrived

The arrival of a train complete, with tail light, within the entry signal of a station (at stations without entry signals, within the safety marker of the entry track), the person responsible gives the whistle signal    (1 long, 2 short, 1 long).

At a crossing or overhauling station, if a train arrives, complete with tail light, inside the safety marker of the entry track, the responsible person, when asked by the person in charge, must answer "Profil frei" (In clear) and raise one arm with the hand open. (At night, hold up a lamp showing a white light)

At a crossing or overhauling station, if a train arrives, complete with tail light, but the train is not clear of the safety marker of the arrival track, the responsible person must call "Profil gesperrt, warten" (Blocked, wait) and make rapid up and down movements of the outstretched arms crossways to the train. (At night, with a red light). If the safety marker cannot be immediately cleared, and is not protected by a departure or shunt signal, the same signals are given to an approaching train.