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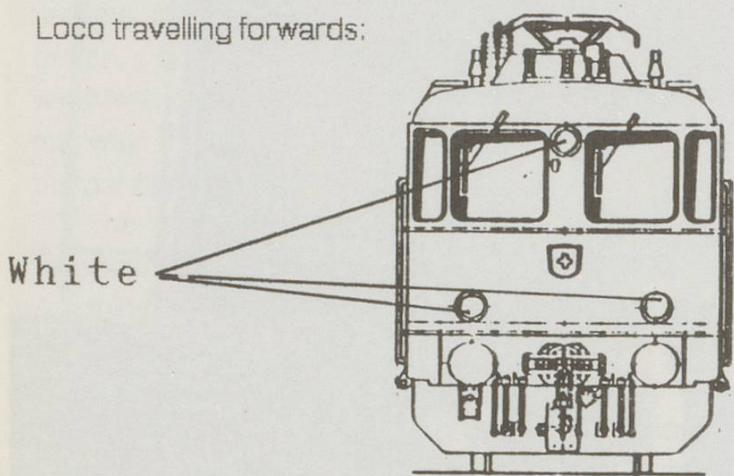
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Signals on Rolling Stock

by John Jesson

*Continued from page 21, December 1991 Swiss Express***Marking of the working locomotive in a train**

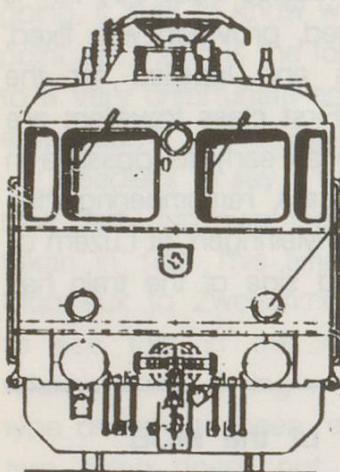
Loco travelling forwards:



At the head of the train, three white lights in a triangle.

(On a loco which is not at the head of a train, the lights at the front of the loco are unlit.)

Loco setting back:



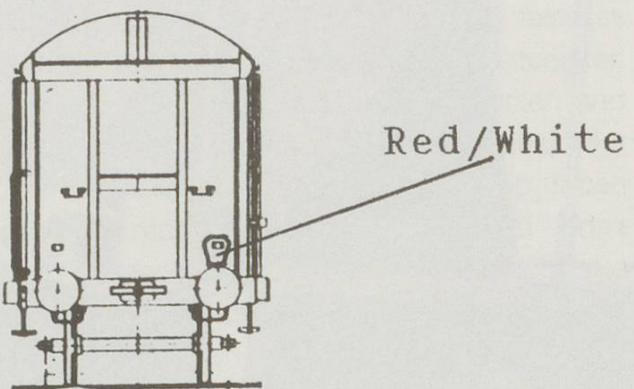
One white light at bottom right. (Back-up light.)

(If more than one loco is coupled in multiple, only the last loco displays the white light.)

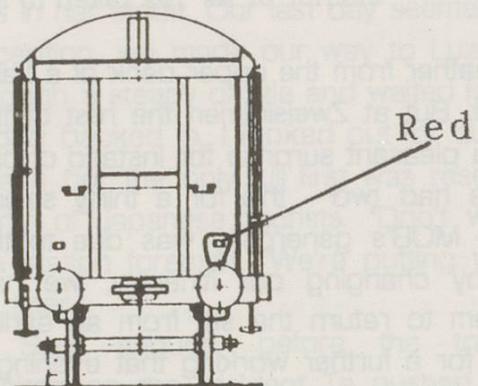
A push-pull train is treated the same as a locomotive. On a locomotive providing power for a push-pull formation, the lights at the end coupled to the coaches are unlit.

Marking of the end of a train

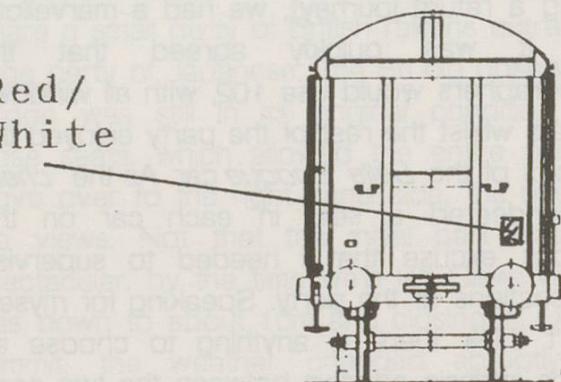
The last vehicle carries at its rear end an end-of-train signal:



By day a red/white striped lantern with a red glass.

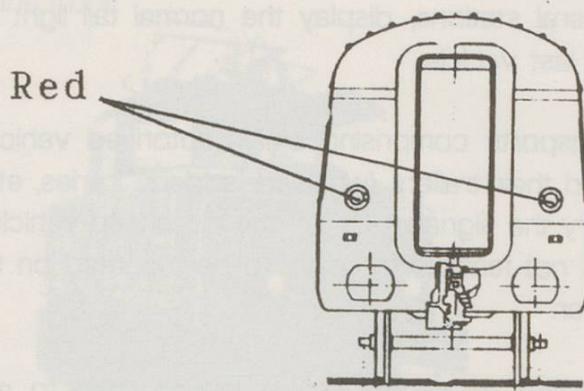


By night a red light (normally flashing).



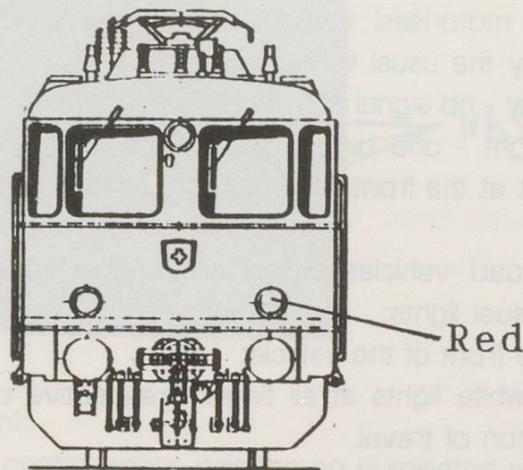
On trains which run only in daylight hours, and

not over routes with long tunnels, instead of a lantern, a red/white striped plate may be carried.

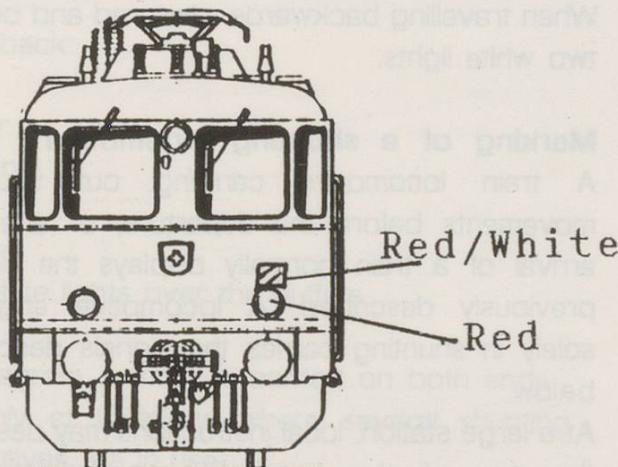


On vehicles with built-in lights, the end of the train is marked by two red lights at the same height, or with one red light to the right.

A locomotive travelling alone displays, at bottom right:



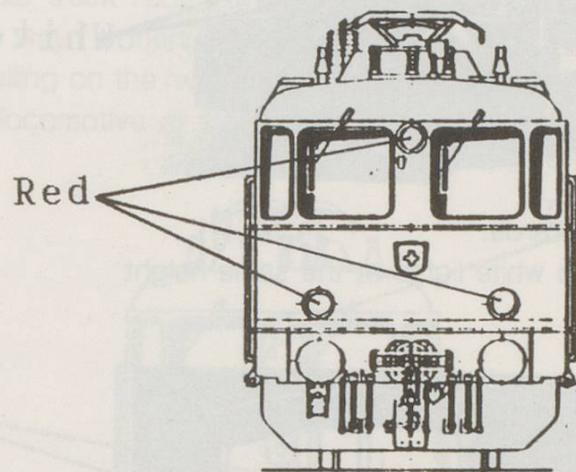
One red light.



In certain cases, during the day, a red/white striped plate over the lamp with red light.

Warning signal

The train displays:



Three lights in a triangle.

Marking of propelled train.

At the leading end of the propelled train, no signal is displayed by day. At night, and in tunnels, a white light from the lantern of the person accompanying the movement is displayed at the leading end.

The last coupled vehicle displays the normal tail light.

Marking of unattached assisting locomotive

An unattached assisting locomotive displays, whilst assisting on the running line, and also when returning to the station in the rear after completing the assisting move:

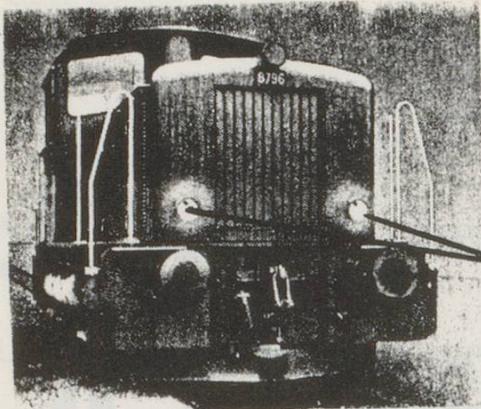
Forwards - three white lights in a triangle.

Backwards - one white light at the lower right.

Marking of works trains and transport

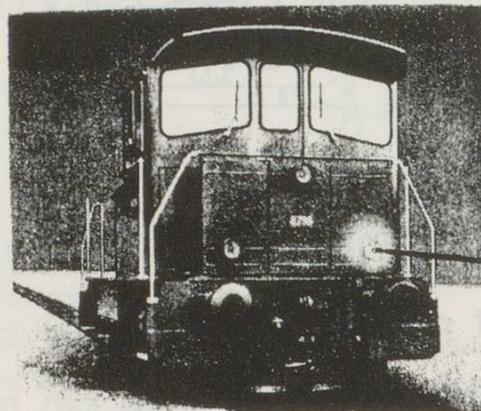
Works trains and transport display:

a) on a powered vehicle



Forwards:

Two white lights at the same height



Backwards:

One white light (back-up light)

On powered vehicles that are not at the head of the train, the lights in the forward direction are extinguished.

The warning signal is as previously described.

b) on a wagon

Forwards:

By day, the person accompanying the movement stands on the left side of the leading vehicle. No lights are displayed.

At night, the person accompanying the movement stands on the left side of the leading vehicle, displaying a white hand signal. Also, the vehicle displays a white light on the right.

Backwards:

By day, no indication.

By night, one white light on the right.

Exceptions:

Works trains and transports without a planned stop between sections, or travelling between several stations, display the normal tail light on the last vehicle.

Transports comprising small motorised vehicles and their trailers (wheeled ladders, lorries, etc.) carry the signals only on the motorised vehicle if it is not feasible for them to be mounted on the trailer.

Working rail-grinding trains, which pass to and fro over a section of track, display two white lights at the same height on both ends of the train.

The same display can be carried, when appropriate and when permitted by the signalman, by a test train.

Small motorised vehicles which are unable to display the usual lights:

By day - no signal at front or rear.

By night - one or two white lights at the same height at the front; one red light at the rear.

Rail/Road vehicles which are unable to display the usual lights:

At the front of the vehicle:

Two white lights at all times, irrespective of the direction of travel.

At the rear of the vehicle:

When travelling forward - two red lights.

When travelling backwards - two red and one or two white lights.

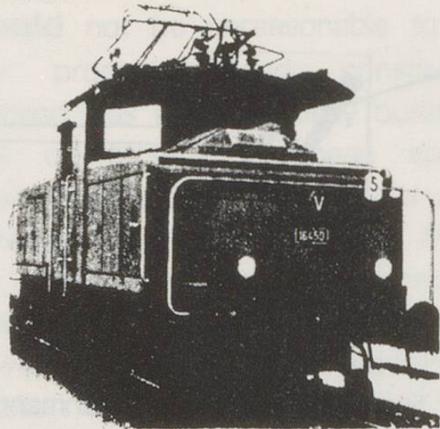
Marking of a shunting locomotive

A train locomotive carrying out shunting movements before the departure, or after the arrival of a train normally displays the signals previously described. A locomotive engaged solely in shunting carries the signals described below.

At a large station, local instructions may describe the use of the headlights to indicate the destination of the locomotive (eg depot, passenger station, shunting yard, stabling sidings etc.).

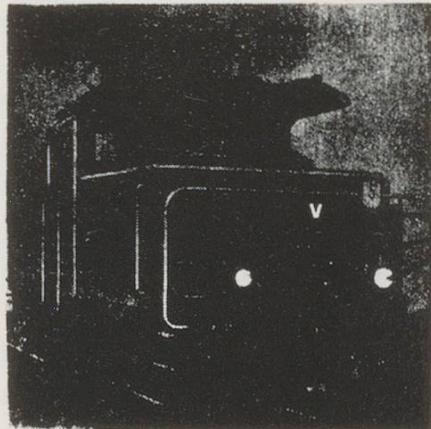
A shunting locomotive displays:

At the front:



By day:

In the centre upper position an unlit white V.



At night:

In the centre upper position an illuminated white V and two white lights over the buffers.

At the back:

By day:

No signal.

At night:

Two white lights over the buffers.

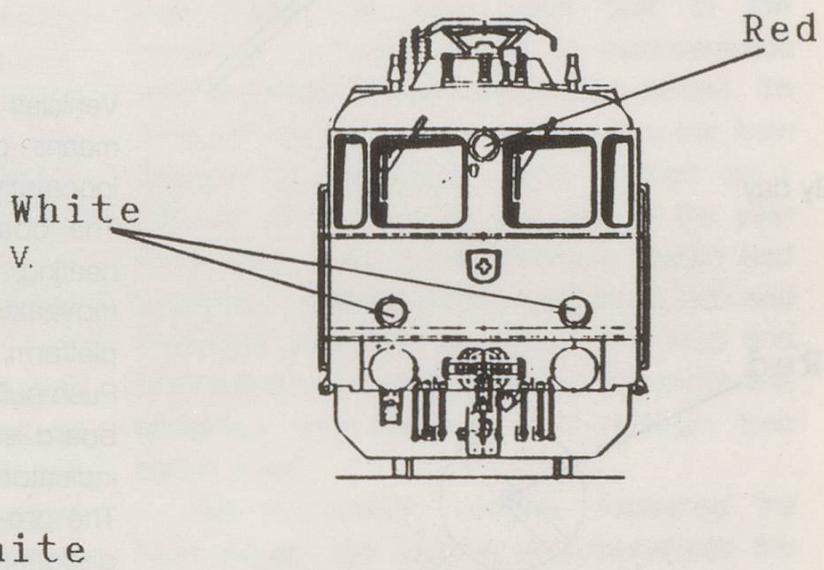
The diagram number is carried on both ends, but only at locations where several shunting locomotives are in use.

Fahrberechtigunssignal

This is a Travel entitlement signal. On single

track routes it is displayed by a train which has been authorised to proceed beyond a timetabled crossing point without having "crossed" the train in the opposite direction. On double track routes which are not signalled for two way working it is displayed by trains travelling on the "wrong" track.

The locomotive at the head of the train displays:



At the centre, upper position, one red light and, below left and right, two white lights.

If it is not possible to display the centre, upper red light, then the lower right light displays red.

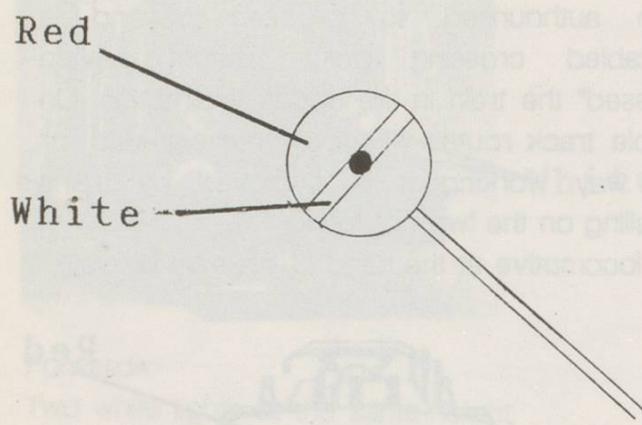
Marking of vehicles which must not be moved

Vehicles which must not be moved, such as those under repair, or tank wagons being filled or emptied, are marked by a red disc, as shown below.

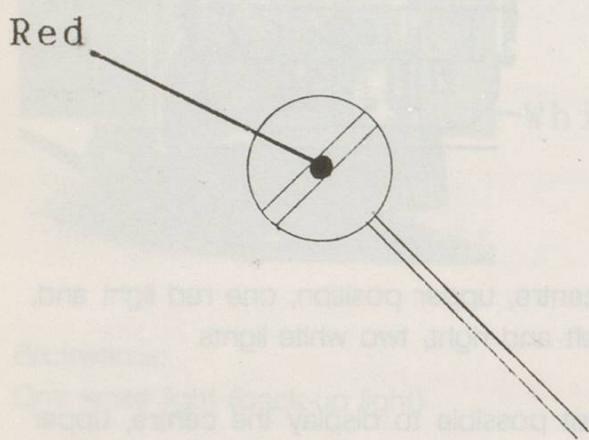
These signals are positioned before the start of work; on platform tracks on the entrance side, on shunting or storage tracks on the side most easily seen by shunting staff. Normally, they are placed on the wagon concerned but can, where necessary, be placed on other vehicles or at the end of a group of vehicles or train.

Should the correct marker not be available then a portable STOP sign (March 1991 Swiss Express, p.12) may be used, positioned several metres from the vehicle(s) to be protected.

Pre-heating indicator board

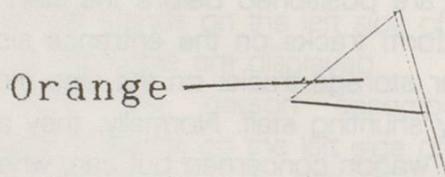


By day:

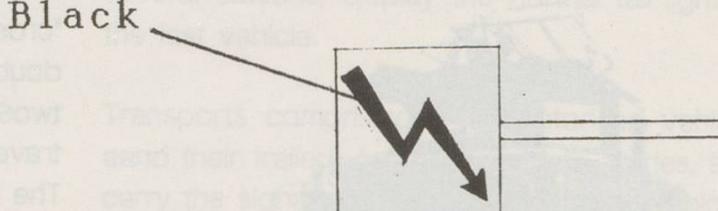


By night:

Marking of an occupied Postal vehicle



Occupied Postal vehicles not formed in a train are identified by an orange pennant on both sides of the vehicle. At night, the interior lights are lit.



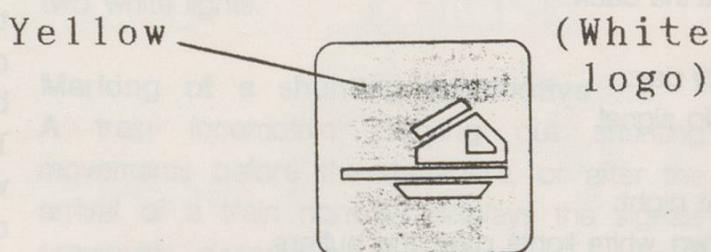
Vehicles which are being heated, either by means of a fixed land-line or an unmanned locomotive, are marked by a yellow board.

The board is positioned, prior to the start of heating, on the end vehicle which other movements can approach (eg at a terminal platform, the end furthest from the buffers). Push-pull trains have a board at each end. The board is positioned as for the "Not-to-be-moved" indicator (above).

The pre-heating board prohibits connection and disconnection of the heating jumpers. A careful approach, without moving the vehicle(s), as well as connection of the main coupling and brake pipes, is permitted.

Vehicles which are connected to a fixed power line for other reasons than pre-heating are similarly protected.

Brake shoe warning board



An orange brake shoe warning board indicates that the vehicle carrying it is prevented from movement by brake shoes (scotches).

Next instalment: Overhead power supply signs.