

Swedish signals

Railroad signals



This package contains Swedish home and distance signals (Provider: “newS”, Product: “sweden”).
Contained are the following signals;





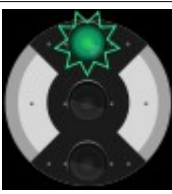
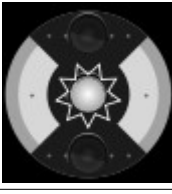
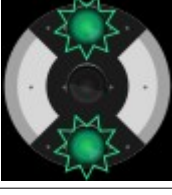
Name	Type	Links
SE-F2 Distance Signal	2-aspect distance (repeater) signal	1
SE-F3 Distance Signal	3-aspect distance (repeater) signal	1
SE-H2 Signal	2-aspect exit and block signal	2
SE-H3 Signal	3-aspect exit signal	3
SE-H4 Block Signal	4-aspect block signal with distance signal	1
SE-H4 Entry Signal	4-aspect entry signal with distance signal	11 (4 yard entry links)
SE-H5 Block Signal	5-aspect block signal with distance signal	1
SE-H5 Entry Signal	5-aspect entry signal with distance signal	11 (4 yard entry links)

Signal aspects

In general home signals have steady lights (circle below) while distance signals have flashing lights (sun shaped below).

You don't need to stop at a distance signal, it only repeats what the next home signal will show. The signal pictures are from Swedish Wikipedia.

Light aspect	Meaning
	Stop Applicable to H2, H3, H4 & H5
	Go Applicable to H2, H3

	<p>Go 40 (slow) Applicable to H3, H4 & H5</p>
	<p>Go, next signal shows Stop Applicable to H4 & H5</p>
	<p>Go, next signal shows Go Applicable to H4 & H5</p>
	<p>Go, next signal shows Go 40 (slow) Applicable to H5</p>
	<p>Next signal shows Stop Applicable to F2 & F3</p>
	<p>Next signal shows Go Applicable to F2 & F3</p>
	<p>Next signal shows Go 40 (slow) Applicable to F3</p>

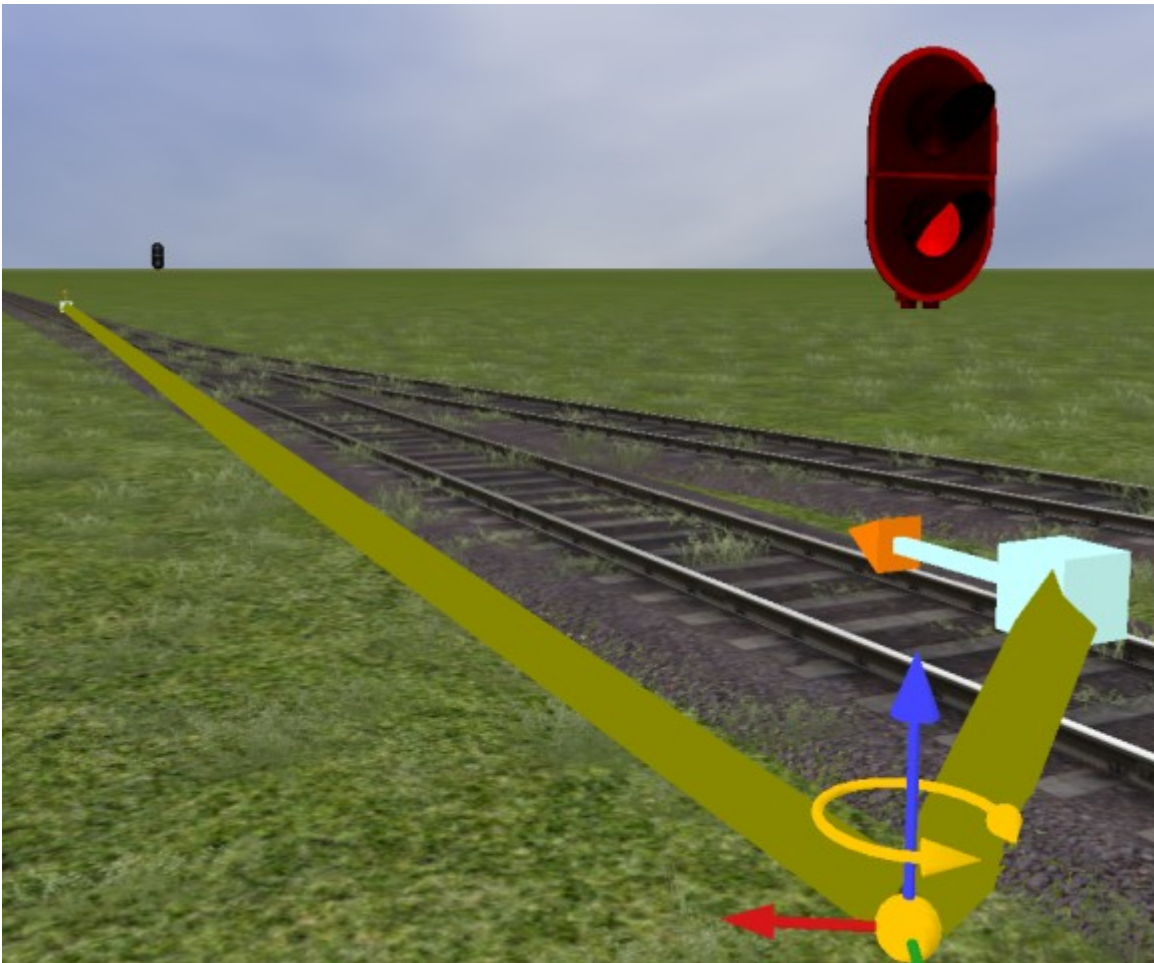
Use of signals

Signals with only one link should have the link placed next to it on the track. These are the block signals and the distance signals.

Signals with more than one link are scripted so that you can disable one or more links if that is needed to fit your track layout. This way we do not need to have many variations of the same base signal just to cater for the need for different number of links. To disable a link (the link will then be ignored by the signal system) you place it in front of the base link (the first link of the signal).

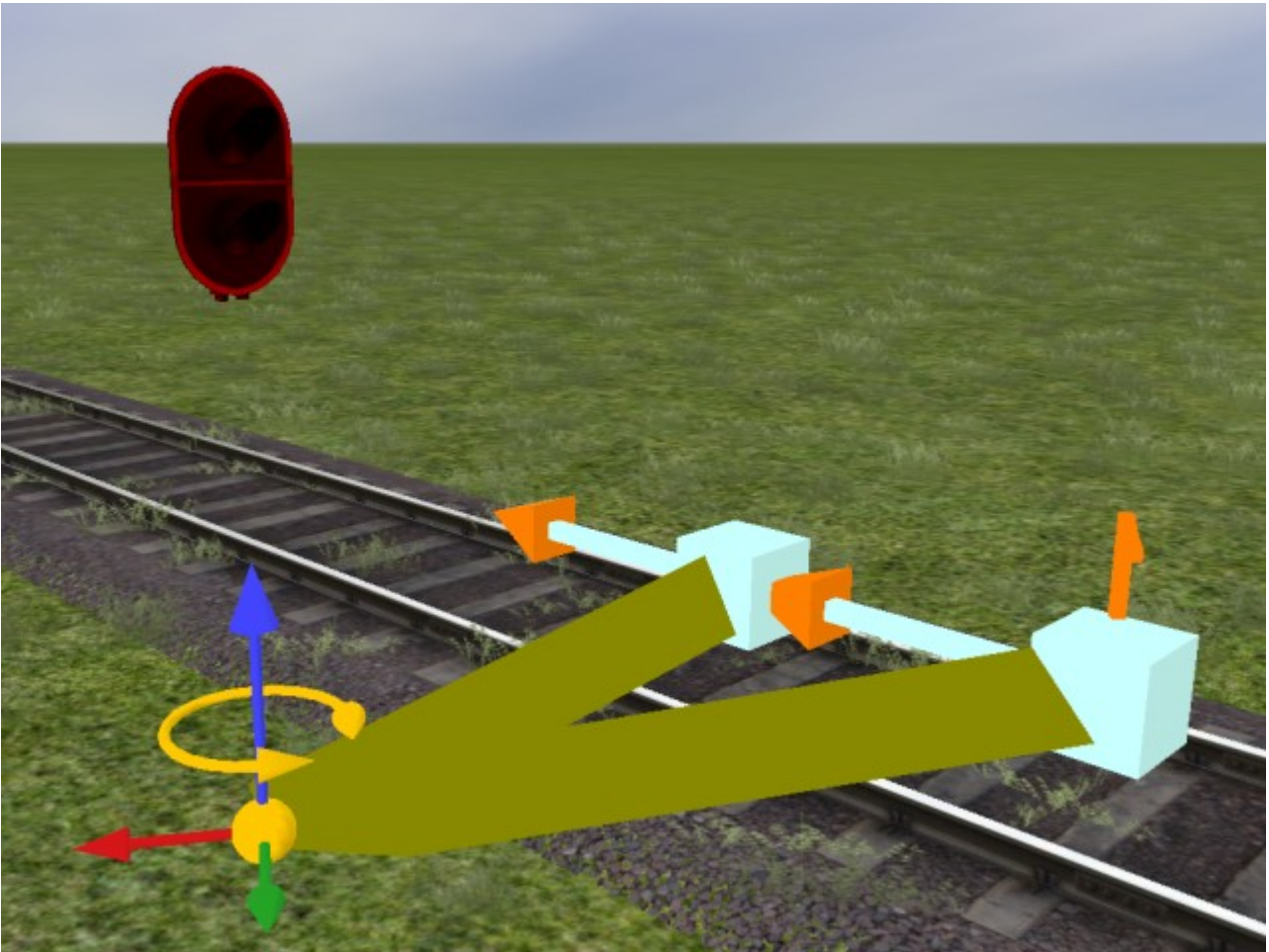
To demonstrate this we use the H2, H3 and H5 signals as examples.

H2 Signal used as an exit signal



The H2 Signal has two links, the base link without number and the number 1 link. When used as an exit signal from the main track at a station it protects the exit junction and the first block following the junction. The base link is placed next to the signal and number 1 link is placed directly after the junction.

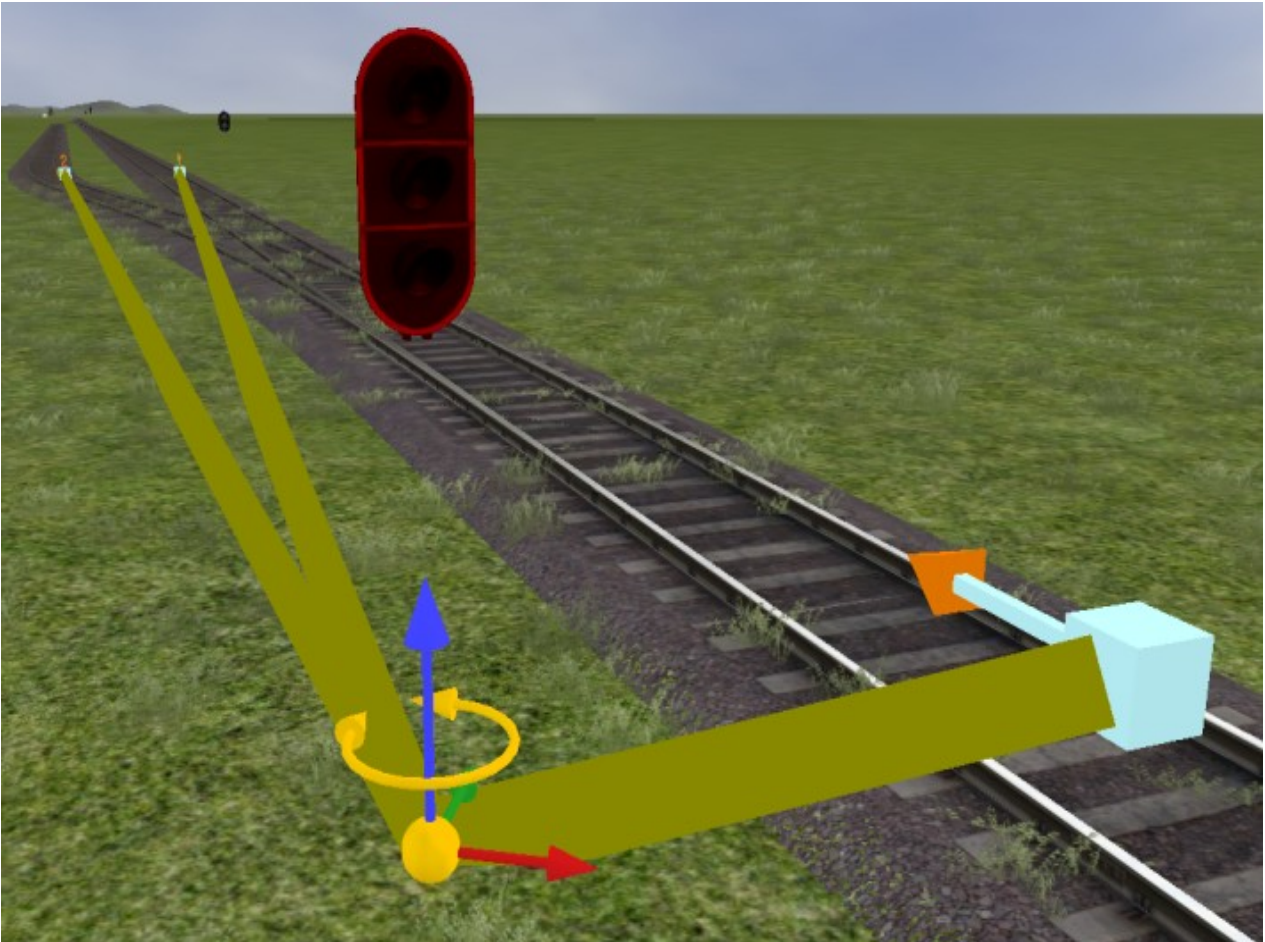
H2 Signal used as a block signal



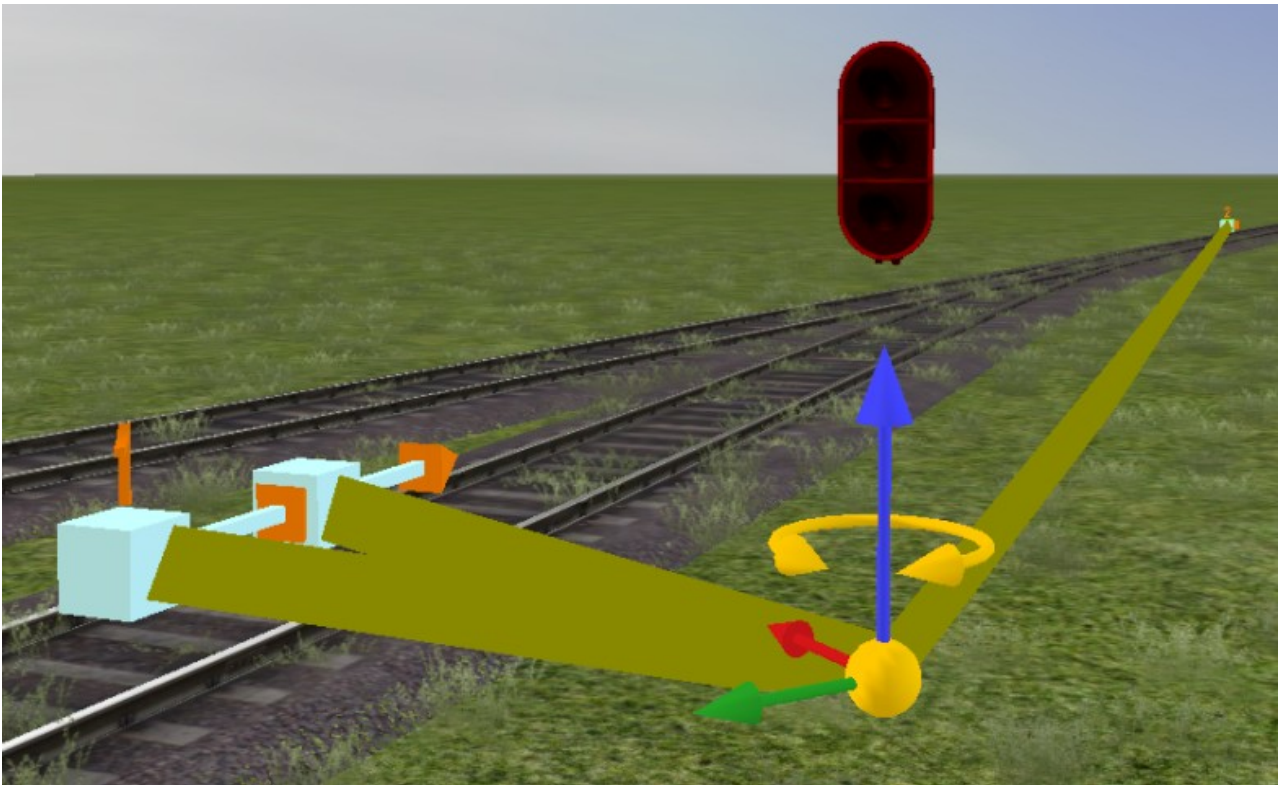
When the H2 Signal is used as a block signal along the line the number 1 link should be disabled. The base link is placed next to the signal and number 1 link is placed before the base link as in the picture. In this case number 1 link will be ignored and have no impact on the signalling system.

H3 Signal used to protect junctions

The H3 Signal can be used to protect junctions with both straight and diverging paths, a diverging path it should show Go 40 (slow).



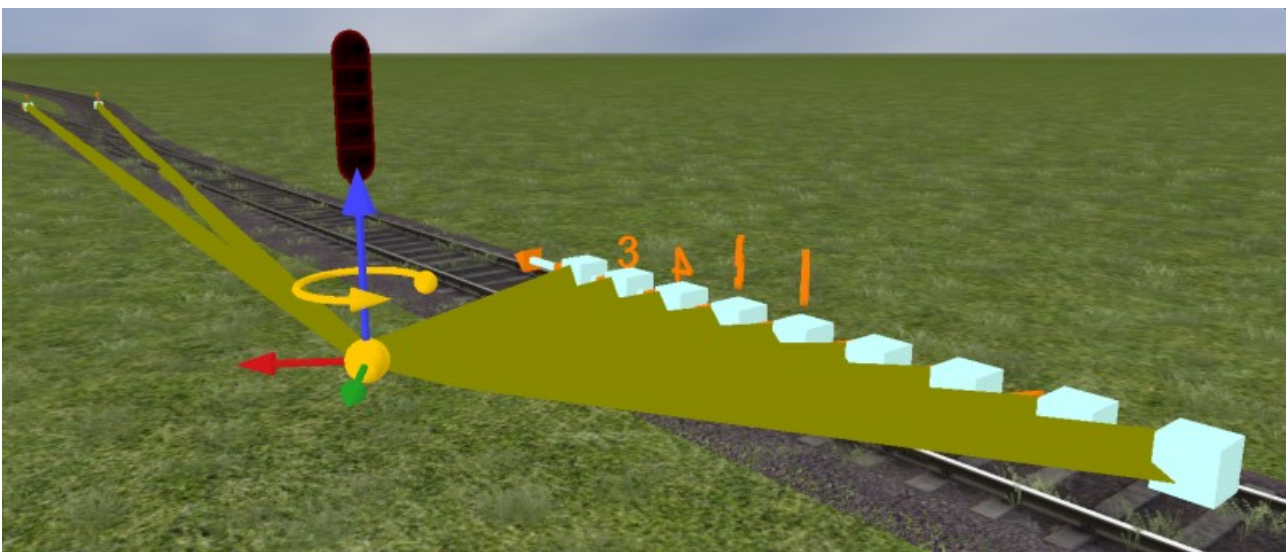
When track paths are dividing in a junction you setup the links as normal. Base link goes next to signal, number 1 link goes opposite side of the junction on the straight path and number 2 link goes opposite side of the junction on the diverging path.



It can also be used as an exit signal from the siding track at a station. In this position it will never show Go, only Stop or Go 40 (slow). To get this behaviour we place the base link next to the signal and number 2 link goes opposite side of the junction. Since number 1 link should not be active it is placed before the base link as in the picture.

H5 Signal used as entry signal

The H4 and H5 Entry Signals are used to signal entry points into stations and yards. For this reason they have 11 links in total, the base link (without number), six ordinary links (numbered 1 to 6) and four yard entry links (not numbered). As these signals can also be used as block signals there are variations of them supplied that have only the base link.



Here the H5 Entry Signal is used as an entry signal to a simple station with just a siding track. Base link is placed next to signal, number 1 link is placed on the opposite side of the junction on the straight (main) path and number 2 link on the diverging path. The other links are not used in this case and therefore they are placed in a row before the base link. This is an extreme example but it

does work, normally we would have a station with more sidings and use more of the links. By the way, there is no need to use the links in the numbered order, only know that number 1 link is always the one used for the straight path, numbered links are used for through paths and unnumbered links are used for yard entries (where trains will no longer be tracked by the signal system until they emerge at a yard entry link again).

Road crossing signals

Package also contains working road crossing signals and gates.
Both the signals facing railroad traffic and the signals facing road traffic.

Those are the following signals;

Name	Type	Links
SE-V Signal	Road crossing signal	2
SE-VF Signal	Road crossing distance signal	2
SE-X Gate	Platform gate (blue/white)	2
SE-X Gate Left	Left side full length gate	1
SE-X Gate Right	Right side full length gate	1
SE-X Gate ShortL	Left side half length gate	1
SE-X Gate ShortR	Right side half length gate	1
SE-X01 Signal	X sign single track crossing	0
SE-X02 Signal	X sign double track crossing	0
SE-X11 Signal	X sign with 1-aspect light, single track	1
SE-X12 Signal	X sign with 1-aspect light, single track	1
SE-X21 Signal	X sign with 2-aspect light, single track	1
SE-X22 Signal	X sign with 2-aspect light, double track	2
SE-X31 Signal	X sign with 3-aspect light, single track	1
SE-X32 Signal	X sign with 3-aspect light, double track	2

Signal aspects

In general home signals have steady lights (circle below) while distance signals have flashing lights (sun shaped below).

You don't need to stop at a distance signal, it only repeats what the next home signal will show. The signal pictures are from Swedish Wikipedia.

Light aspect	Meaning
	Stop Applicable to V

	<p>Go Applicable to V</p>
	<p>Next V signal shows Stop Applicable to VF</p>
	<p>Next V signal shows Go Applicable to VF</p>
	<p>Stop, for road traffic Applicable to X11, X12</p>
	<p>Stop, for road traffic Applicable to X21, X22, X31, X32</p>
	<p>Go, for road traffic Applicable to X31, X32</p>

Use of crossing signals

All crossing signals regardless of type should have all their links pointing away from the road they are protecting.

This can mean for some signals like the V signal that the links point in different directions which is not normal practice with RailSim signals.

To achieve this it is necessary to change the direction of one of the links which is done by holding down ctrl+shift and do a mouse click on the link.

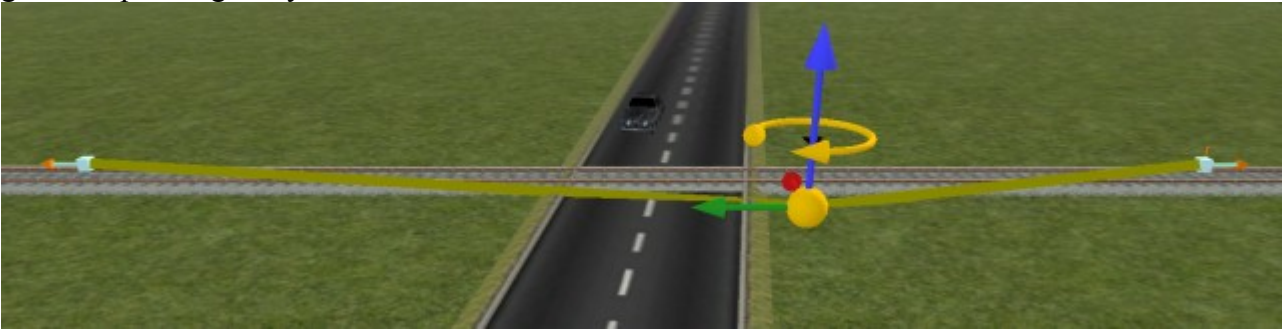
Be vary that such links might change direction if you handle the signal after placing the links.

Signals with two links are scripted so that you can disable one link if that is needed to fit your track layout. This way we do not need to have many variations of the same base signal just to cater for the needs in different situations. To disable the link (the link will then be ignored by the signal system) you place it on the same rail track and pointing the same direction as the other link.

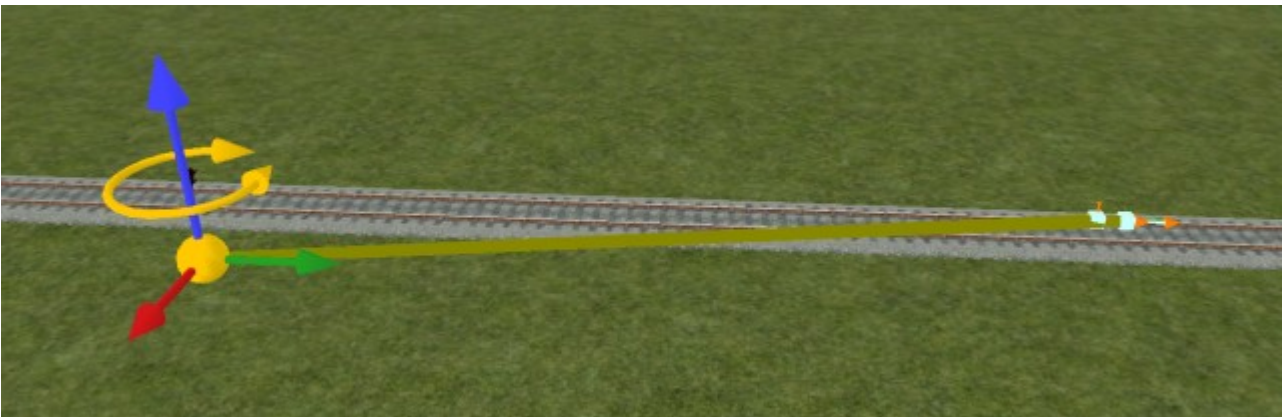
General rules

Single line road crossing

Single line crossings are the simplest, start with a V-signal with its link either side of the road. The signal should be placed close to the road and the links should be placed at the distance from road crossing where train must pass before crossing clears for road traffic. Ctrl-shift-click links to get them pointing away from road.



Next we should have a VF-signal either side of the crossing, link should be placed some distance before the signal. When train passes this link going into the crossing it is activated and any gates if present begins to lower themselves, X-signals show stop for road traffic. The distance between link and VF-signal (and the distance from VF-signal to road crossing) depends on speed limit of the track.



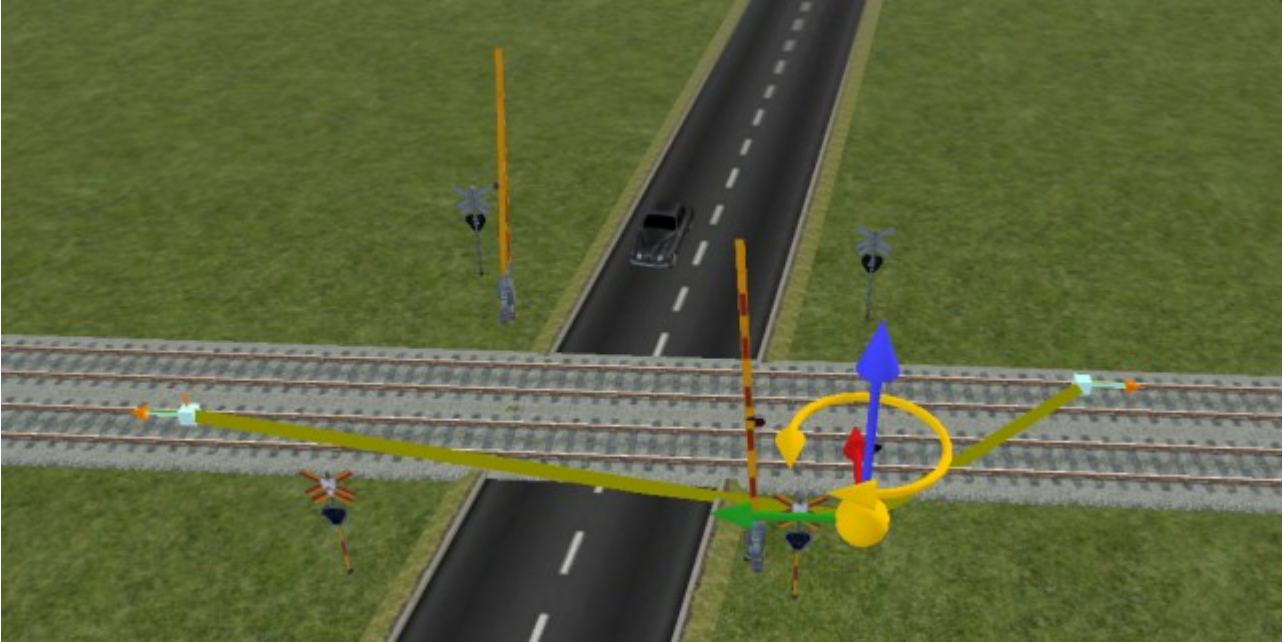
Any gates and X-signals should have their link placed in between the V-signals two links. Gates will be detected automatically by the signals and the working of the signals adjusted according to this.



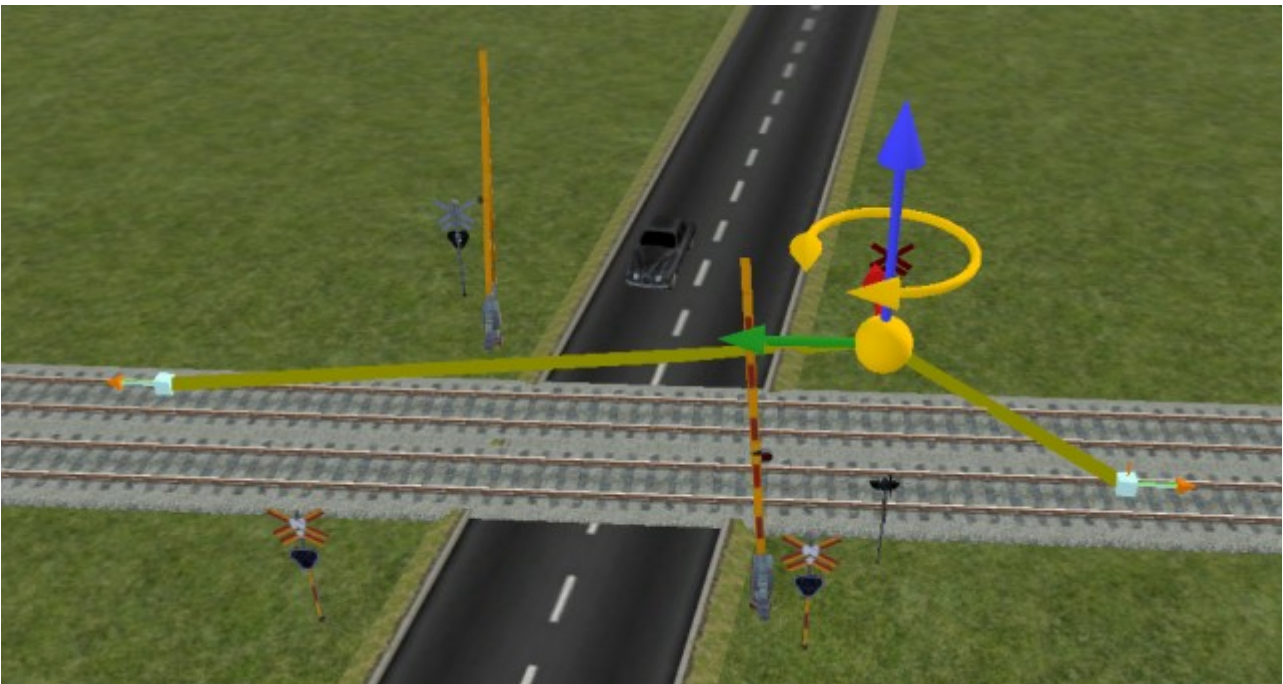
Dual line road crossing

For dual line crossings we need more links to cover all tracks leading in and out of road crossing. The X*2-signals have two links for this purpose but you will not need them for more than one X-signal, the other X-signals should have one of their links disabled.

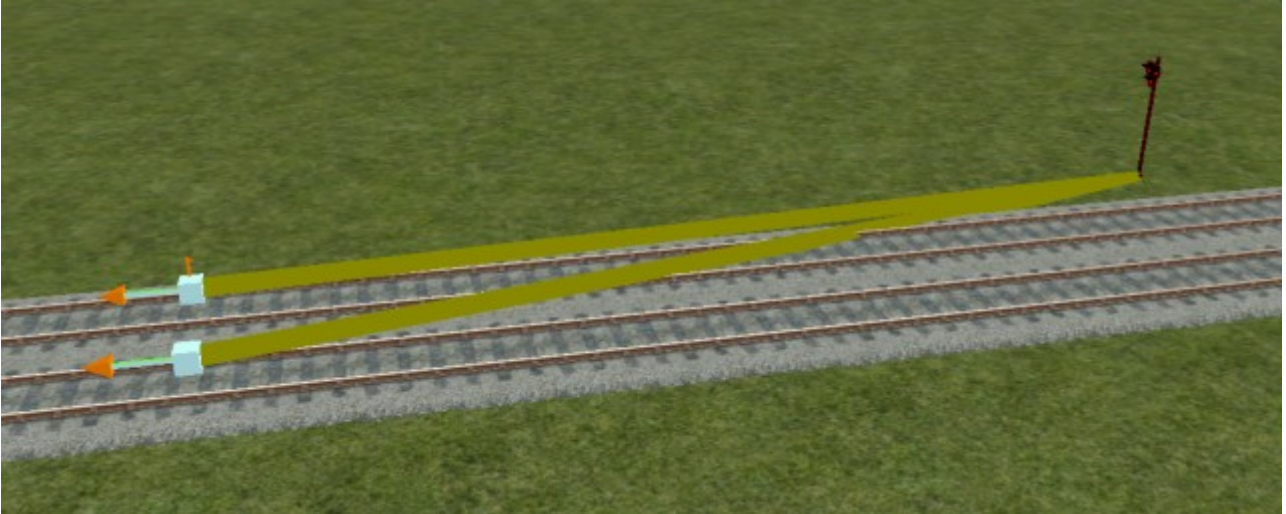
In order for the road crossing to work properly it is very important that the V-signal has it's first link placed on one track and the second link placed on the other. Ctrl-shift-click on the links to get them pointing away from the road.



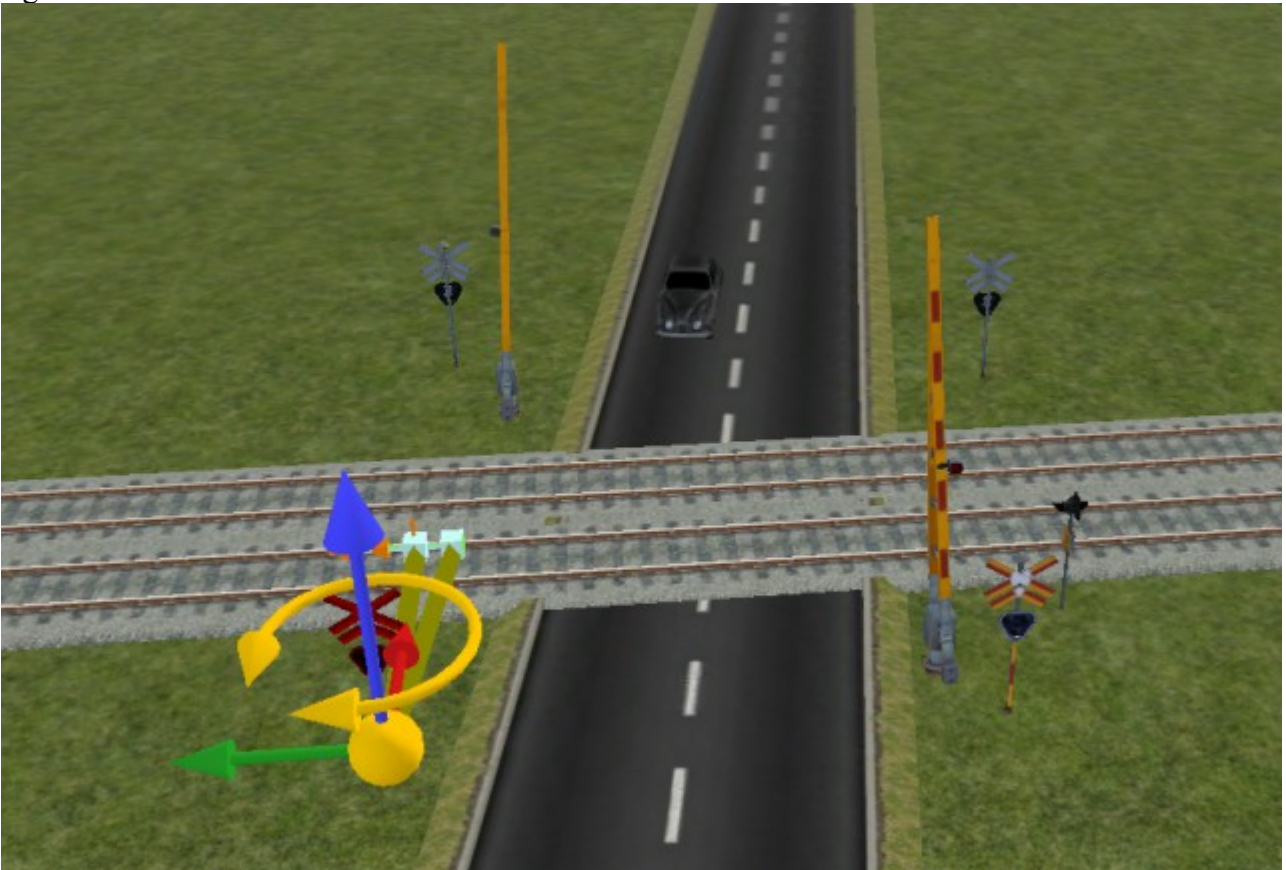
One of the X-signals is used the same way as the V-signal to complete coverage of all tracks leading in and out of the road crossing. Ctrl-shift-click on the links to get them pointing away from the road.



VF-signals are placed the same way as for single line crossings, now both links of the VF-signal are used, one for each track.



Other X-signals and gates are placed the same way as for single line road crossings. It does not matter on which track the links are but they must be placed inside of the bounds defined by the V-signal links.

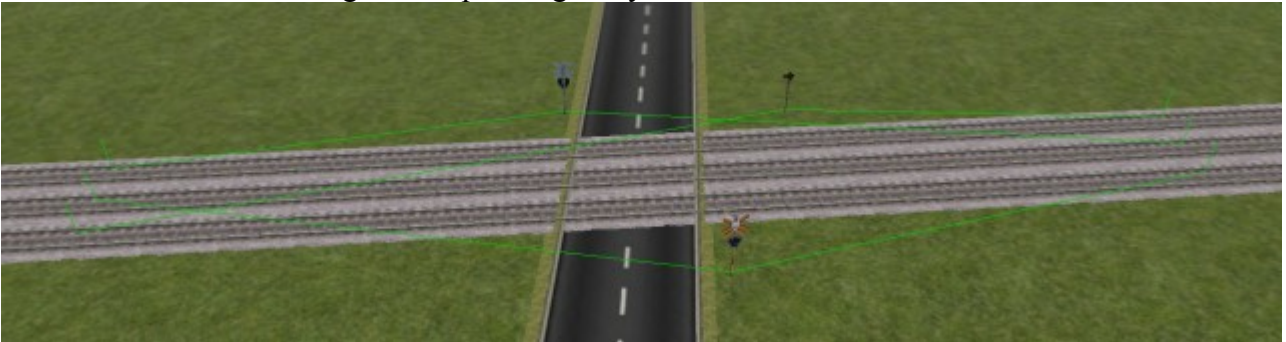


Multiple line road crossing

Three or more lines are covered the same way as dual line road crossings, for each additional track another of the X-signals links are used to add detection points to the tracks. The placement of the V-signals links and the active X-signals links are as important as for dual line road crossings.

Signals and tracks must form a loop that covers all tracks.

Ctrl-shift-click on links to get them pointing away from the road.



Additional VF-signals will be needed to cover all tracks leading into the road crossing.

You can hide the signal if there should be only one visible VF-signal.

