

Signal Book

General

1. Signals are placed to the right or left of the corresponding track, depending on the best visibility conditions.
2. If a signal is malfunctioning or not clearly visible, the interpretation that ensures the highest level of safety must be assumed.

Main Signals

1. A main signal indicates whether and under what conditions the section beyond may be entered.
2. The granted permission is valid until the next main signal or another stop-indicating signal.
3. Main signals are either automatic block or interlocking signals and are marked with a mast plate.
4. Main signals are equipped with trip arms, and in exceptional cases, with derailleurs.
5. Main signals are categorized according to their function:
 - Departure signal - **A**
 - Push-back signal - **R**
 - Route signal - **S**
 - Entry signal - **E**
 - Advance signal - **N**
 - Cover signal - **D**
 - Reversal signal - **K**
 - Hall signal - **H**
 - Group signal - **G**

	Mast sign of an interlocking signal
	Mast sign of an automatic block signal

Signal Terms

Main Signal (Hp)

Short code	Signal image	Meaning
Hp 0		<p>Stop The trip arm is active.</p>
Hp 1		<p>Proceed Observe the maximum speed allowed for the line and applicable speed signals. For movements to or from sidings, the same rules apply to Hp 1 with a direction indicator (Zs 2) as to Hp 4.</p>
Hp 2		<p>Proceed at a maximum of 40 km/h Speed restriction applies until the next main signal or G 4 signal. Observe any speed signals indicating a lower speed.</p>
Hp 3		<p>Proceed at a maximum of 25 km/h Speed restriction applies until the next main signal or G 4 signal. Observe any speed signals indicating a lower speed.</p>
Hp 4		<p>Proceed at a maximum of 25 km/h The track may be partially occupied. Observe any speed signals indicating a lower speed.</p>

Announcement Signal (V)

Short code	Signal image	Meaning
V0		Expect stop at the next main signal.
V1		Expect proceed at the next main signal.
V2		Expect proceed with speed restriction (25 or 40 km/h) at the next main signal.

Additional Signals (Zs)

Short code	Signal image	Meaning
Zs 1		Substitute signal Permission to pass a main interlocking signal showing stop or dark, proceed at max 20 km/h. The 20 km/h limit applies until two successive main signals displaying proceed are passed. The trip arm is active.
Zs 2		Track 2 The route is set in the indicated direction.
		Opposite track indicator The route is set in the indicated direction.
		Reverse run on main track The route is set in the indicated direction.

Dispatch Signals (A)

Short code	Signal image	Meaning
A2		Close doors, depart Signal is only used on platforms and usually located at the main signal.

Train Signals (Z)

Short code	Signal image	Meaning
Z1		Head signal Indicates the front of the train.
Z2		Tail signal Indicates the end of the train.
Z6		Signal on passing train Indicates a train passing through.

Speed Signal (G)

 **Speed signals indicate slow speed sections.**

Short code	Signal image	Meaning
G1a		Speed restriction warning The number indicates the expected speed restriction in km/h.
G2a		Start of speed restriction The number indicates the maximum permissible speed in km/h. The end of the slow section is indicated by G 3, unless another slow section follows indicated by G 2a.
G3		End of the speed restriction shown by G2a Signal is located approx. 100 m beyond the slow section.
G4		End of speed restriction shown by main signal Number indicates permissible speed in km/h.

Protection Signal (Sh)

Short code	Signal image	Meaning
Sh0		Emergency signal. Stop immediately! Danger! When platform emergency signals are activated, all proceed-indicating main signals covering the platform track, as well as departure, push-back, and reversal signals, are set to stop. Substitute signals on these main signals are deactivated.

Short code	Signal image	Meaning
Sh2		Protection stop Stop! Signal is generally on the track. A rectangular red board with white border or a red light.
Sh7a		Stop marker Indicates the point where the train head should stop. For different train lengths, the stop marker indicates the number of cars.
Sh7b		Stop marker beyond the platform Indicates where the train has completely cleared the platform. Located at a distance equal to the longest train length.
Sh7c		Stop marker for reverse moves Reversals must not pass the signal.
Sh8		Buffer stop Indicates a track end secured by a buffer.

Switching Signals (St)

Short code	Signal image	Meaning
St3		Switch-off signal From this point on, traction power must be switched off.
St4		Switch-on signal From this point on, traction power may be switched on.
St8		Stop for vehicles with pantograph raised Vehicles with pantograph raised must not pass this signal.
St9		Switch-off sign At the signal, traction current must be interrupted by releasing the driving switch button. To make up for delays, traction current may remain switched on.

Special Signals (So)

Short code	Signal image	Meaning
So3		Indicates the location of main signals Not used in platforms, reversing or sidings, or workshops.
So9		Direction arrow Indicates the signal applies only in the shown direction.

Deviating Rules for Line U5



**Different regulations apply for line U5 from U-Bhf Strausberger Platz to U-Bhf Hönow.
The permitted line speed is limited to 60 km/h throughout.**

Refers to...	Deviations
Hp1-3	For movements to or from secondary tracks, the same rules apply to signals Hp 1, Hp 2, and Hp 3 as for signal Hp 4. The maximum speed of 25 km/h must not be exceeded.
Distant signals	Advance signals applying to both entry and advancing/covering signals are marked with a nameplate. The nameplate shows a black „V“ on a white background and the signal designation it is assigned to.
Zs1	A white flashing light. Permission to pass a main interlocking signal showing stop or dark, proceed at max 20 km/h.
Sh0	Main signals showing proceed for movements from secondary to platform tracks and departure signals are not set to stop by pressing the emergency signal button. Substitute signals on these main signals are not deactivated.



Note: Main tracks are those used by trains during regular operations. The main tracks of open line sections and their continuation through stations are continuous main tracks. All other tracks are considered secondary tracks.

As of 2025. All information subject to change and without guarantee.

Images: <http://berliner-u-bahn.info/sbu.php>

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