

SummaryHistoryOverviewArchitectureFeaturesTracksIncidents and accidentsBibliographyWhen visiting Finland in 1856, Grand Duke of Finland Alexander II of Russia proposed an improvement program for the Finnish economy. He thought it was important to connect the inland country to the marine harbours through canals and railways. So planning of Finland's first railway from Helsinki to Hmeenlinna was started. A 1853 railway project proposed the northern edge of the Hietalahdentori square as t...

"The main display at Helsinki Central Station is not only a key element of a functional passenger information system, but also a highly visible landmark for millions of travellers each year. ...

The data transfer between vehicles, traffic signal controllers, stop info screens and the central computer is based on radio messages. Six different radio frequencies handle all the communications in the ...

Fintraffic's road traffic control relays 1-200-digit roads to X as well as accidents and other disruptions in the Helsinki region. This social media channel, which is implemented as a pilot, includes some of the ...

The data includes information about the origin and destination station, start and end times, distance (in meters) and duration (in seconds) of each journey. Data is available starting from the 2016 season, ...

Mipro's ATS in the Herttoniemi control centre in Helsinki manages the metro traffic in the Finnish capital area. For traffic control centres we deliver user-friendly ATS systems developed in close cooperation ...

For many, the main display on the platform area is the first point of contact when navigating the station, bringing information clearly and distinctly within reach of all passengers.

Green lines denote commuter traffic on the Rantarata line, yellow lines denote long-distance traffic on the Rantarata line, red lines denote long-distance traffic on the Finnish Main Line, blue lines denote ...

Between 2006 and 2012, this ambitious project transformed Helsinki's primary train servicing hub into a state-of-the-art facility, positioning Finland as an early adopter of LED rail signaling.

The distant signal is located at least 1,200 metres (3,900 ft) before the main signal. It may also be located in the same post with a main signal, below it. In this combined arrangement, whenever the main signal shows a stop aspect, the distant signal doesn't show any aspect at all. A distant signal can have any of the following aspects: Note: Although the green light of the old system distant signal used in Helsinki area is named Expect ...

The speed is in effect until the next main signal or after leaving the station area. The route may also lead to an

occupied track section, but only if the driver has received a preliminary announcement.

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