
Subject: [railML3] railway signal documentation, schema improvement

Posted by [Larissa Zhuchyi](#) on Wed, 14 Jun 2023 16:14:19 GMT

[View Forum Message](#) <> [Reply to Message](#)

Dear all

With this post, railML.org continues the discussion on the railway signal modelling in railML 3, e.g. entry signal which is the main signal protecting the entrance of a station from the open line.

For background information see the previous post [1], for infrastructure context - our parallel branch [2].

The discussion aim is to solve the distinction between the physical and the functional aspects of a signal. Functional aspects should go to the interlocking schema, while physical ones go to the infrastructure.

Possible changes will be implemented in railML 3.3. Missing documentation will be added to railML 3.2 (railML 3.3 inherits).

Below you can see the results of the discussion with the coordinators.

railML.org wants to collect your thoughts (agree, disagree, detailed answer) on the following two points in the infrastructure follow-up [3].

Clarification for wiki.

(1) `/railML/infrastructure/functionallInfrastructure/signalsIS/signalIS/@isNotWired` is antonym of `/railML/infrastructure/functionallInfrastructure/signalsIS/signalIS/@isSwitchable`.

`isNotWired` means that this signal is not linked to the interlocking. `isSwitchable` is "TRUE if the signal is able to show several signal aspects, and FALSE if the signal is a static panel that always shows the same signal aspect" [4].

Changes of schema to implement in railML 3.3.

(2) `/railML/interlocking/assetsForIL/signalsIL/signalIL/@function` has imprecise enumeration, "main" should be deprecated [5].

Sorry for repeating myself, yet please provide your thoughts (agree, disagree, detailed answer) on these points in answers to the infrastructure follow-up [3].

[1] <https://www.railml.org/forum/index.php?t=msg&th=648>

[2] <https://www.railml.org/forum/index.php?t=msg&th=899&start=0&>

[3] https://www.railml.org/forum/index.php?t=msg&th=899&goto=3098&#msg_3098

[4] <https://wiki3.railml.org/wiki/IS:signalIS>

[5] <https://wiki3.railml.org/wiki/IL:signalIL>

Sincerely, Larissa Zhuchyi

Dear all,

we have "isSwitchable" in IS and "isNotWired" in IL for a signal, which might thought to be the same. However, there is different usage for each.

isSwitchable=signal can show different aspects in controlled manner (mechanically changed or light aspect switched) independent from where it is controlled.

Beside traffic control signals there for example electrification signals, which might be switchable in special cases. But then the steering is from the SCADA of traction power supply system.

1) in Germany switch off (EL1) and switch on (EI2) on switchable insulated overhead section. Then the signal is a combination of both to be switched from aspect to the other.

<https://www.fahrdienstleiter.net/fdl/signalbuch-fahrleitungs-signale-el> - see EI1/EI2

2) in Pontresina, Switzerland: There is a station track which can be supplied with either traction power supply system. At the mast of the related exit signals there are additional indicators showing the driver, which supply system is activated.

isNotWired=signal is not connected to signalbox for control at the outside
This applies typically for a marker board. It is also used in case of fixed speed indicator (speed is always valid for any route from that signal).

Dr.-Ing. Jörg von Lingen - Interlocking scheme coordinator
railML.org (Registry of Associations: VR 5750)
Phone Coordinator: +49 351 87759 40; railML.org: +49 351 47582911
Altplauen 19h; 01187 Dresden; Germany www.railml.org
> [4] <https://wiki3.railml.org/wiki/IS:signallS>
> [5] <https://wiki3.railml.org/wiki/IL:signallL>
