
Subject: Re: Semantic of @type in <track> and mapping to national usage?

Posted by [Torben Brand](#) on Tue, 06 Jun 2017 13:47:19 GMT

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=== Norwegian usage / Norwegische Anwendung ===

The track types are defined in Norway according to definition in the train operations regulation (Togremføringsforskriften) <https://lovdata.no/dokument/SF/forskrift/2008-02-29-240>. The operations regulation divides the line into two types. Either a station or a path (between stations). A station is defined where signals are received or given. The station border is at the home signals. A station has three types of track: main (hovedtogspor), station (togspor) or secondary (øvrige). The distinction is dependent on the route information. The main track is the track to drive into the station in the switches normal position. All other tracks that have (main signal) routes going over them are station tracks (togspor). All other tracks (without main signal routes, like shunting routes or no routes [like shunting areas]_) are secondary tracks (øvrige spor).

The path has also three types of track: main (hovedspor), siding (sidespor) and connection (not defined in Norway, but sometimes referred to as "forbindelsesspor"). The main track is the main track on the path. To distinguish between the two tracks on a double track line they are referred to in the direction of increasing mileage as right main track (høyre hovedspor) or left main track (venstre hovedspor). This corresponds in railML to dir="up" (right/høyre) and dir="down" (left/venstre).

For the ocp operational type other:siding (sidespor) we have the track type siding (sidespor). A siding is in Norway defined as an ocp on the path that is not a station. The ocp has to have an additional track of type siding track. Usual sidings in Norway are factory tracks on the path, for loading and unloading industrial products and timber. The switch leading to the siding track needs to be locked. We do not have connecting tracks in Norway. In case we would have a track connection between the two main tracks on a double tracked line that does not have route over it, we would call it a connection track (forbindelsesspor).

In the case where a single track becomes a double track at an ocp operational type junction or station. Here the main track that goes over the switch in the normal position stays main track all the way through the station. The track in the diverging switch track (not the switches normal position) is the station track (togspor). The two tracks meet at the exit signal.

The same happens in the special case where you have no main track that goes unbroken through a station. There the main tracks overlap and end

at the exit signal on the other side of the ocp cross section. Then the track continues as type station track.
