Subject: Non-switchable semaphore signals (was: Re: [railml3] Signal types and functions)
Posted by Tobias Bregulla on Mon, 11 Feb 2019 20:07:47 GMT
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Dear Thomas!

Am 11.02.2019 um 19:24 schrieb Thomas Nygreen:> I find it hard to believe that you have semaphore signals
> where the arms cannot be moved to display different aspects,
> unless this is just a matter of the signal being out of
> service (disabled). Do you have a visual example of a
> non-switchable semaphore signal?
These types are not seldom in many railways all over the world as operating rules may define that the end of a train's route shall be a signal at any time. If usually the trains will not continue at all or under normal operating conditions after the end of the trains route a switchable signal makes no sense.

One example from Hungary: At all of the buffer stops of Budapest dead end stations (e.g. Nyugati pályaudvar; West station) you will find a non switchable light signal that will show only a red light to finalise the route for the incoming train. See
https://media-cdn.tripadvisor.com/media/photo-s/01/42/28/f0/ west-station.jpg
for example, I think the same rule applies in a lot of other countries / railways.

One example from Germany: The "Rurtalbahn" in Northwest beginning in Düren (on the line between Cologne and Aachen) and ends in Heimbach with an non switchable main signal to protect the switch/point and the passenger level crossing at the end of the platform.
- Signal from the front, the line ends after 200 metres where the DMU is stapled:
http://www.bahnbilder.de/1024/bahnhof-heimbach-gleisseite-am -streckenend-397150.jpg
- Signal from the back, there are no wires or cables to switch the semaphore:
https://www.eisenbahn-stolberg.de/wp-content/uploads/2018/07 /Heimbach-Eifel-796.690-Regiosprinter-am-30.06.2018_Foto_Ste fan_Danners_F.jpg

Also in Germany such non-switchable main signals will be used often to protect the danger points at the entry of stations if trains are approaching from the track in the opposite driving direction (mainly: left). To pass these signals the trains will get a written train order via train radio from the dispatcher.

Hope this helps.
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Best regards,

Tobias Bregulla
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