

Dear Fabiana,
dear Jörg,

let me also contribute to this topic :-)

Am 09.07.2019 um 12:15 schrieb Joerg von Lingen:

> [...]

> 2) a "trainDetectionElement" delimiting a tvdSection can be only of type "axleCounter" or "insulatedRailJoint". You may

> consider "insulatedRailJoint" also for locations limiting an audio frequency track circuit without having a physical

> insulation in the rails.

Yes, "insulatedRailJoint" and "axleCounter" are the train detection elements that can be modelled via spot location elements.

> A "trackCircuit" would be already an equivalent to "tvdSection", i.e. not representing a spotLocation.

A "trackCircuit" is a track circuit and it is used (from interlocking perspective) as "tvdSection" detecting the presence of a railway vehicle inside.

> A "clearancePoint" or "virtualClearancePoint" is not really a mean to detect the presence of a train on the track -

> explanation for use is missing.

> For "axleCountingCircuit" I have no clue what it stands for, but it seems also not representing a spotLocation.

A "clearancePoint" can be used as a "manual border" of a "tvdSection": the dispatcher checks (by looking) if the end of train has passed the clearance point at the switch before allowing the next train to run the switch on its other branch. Therefore, the "clearancePoint" (together with the dispatcher) is also some kind of train detector.

The "virtualClearancePoint" is probably not really relevant. It describes a clearance point, that is not linked with a physical element, e.g. the "police man" in Germany [1]. @community: What id your opinion about "virtualClearancePoint"?

[1]

https://upload.wikimedia.org/wikipedia/commons/thumb/e/e6/Bahnh-Grennzeichen_aus_Blech_im_D%C3%BCsseldorfer_Hafen.jpg/1200px-Bahn-Grennzeichen_aus_Blech_im_D%C3%BCsseldorfer_Hafen.jpg

Best regards
Christian

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