Subject: Re: Example of is::track type attribute
Posted by christian.rahmig on Fri, 24 Apr 2020 07:59:52 GMT
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Dear Dirk,

thank you very much for your valuable input. I will go through your points and include them step by step for continuous imroving of the Advanced Example. General issues and new items will be added to the related Trac ticket #351 in order not to forget about them.

Best regards
Christian

track?
- 69N1/N3 do not necessarily need a switchable Zs3 but possibly a Zs7, which 69N2 surely needs.
- 69P1 would probably need a Zs2.
- In Kudowa, 3a should be the siding (Ladegleis) and the route to 3b should go through 1a to get a route-point in the middle of the station track ("echte Mittelweiche").
- I guess the sidings in Kudowa would need a Flakenschutz (5, 3a) and Spitzenschutz (W01) = de-railers (Gleissperren).
- In Kudowa, K06 would probably have a point number (W06ab/cd) and be numbered in consequence with the other's from left to right (between W02 and W03).
- If it shall be possible to enter Kudowa track 2 with trains, it should have an So8 as at the neighbouring track 1b.
- Sure that there would be a track circuit around Instersee W01? Why? The point can only be set by hand!
- Why is there an insulated rail joint at 69VWc and 70A?
- It is not possible to shunt, not even to run around with an engine in Cranz since there is no Ra10 and no insulated rail joint between any home signal and outer point.
- The speed boards at Arnau and Cranz should be at the face of the outer points. (Arnau: km 0,5 vs. 0,8 = 300 m too far outside - why?)
- If the speed restriction at the level crossing would be permanent - which we probably assume for it to be published in timetables - it would have to be signalled with Lf6/7 - not with Lf1/2. (We can probably make a compromise here.) But the level crossing should have no barriers to give a reason for the speed restriction of only 20 kph... and the speed restriction should be valid for head of train only (spitzenaufgelöst) to show how this is encoded in railML.
- In Arnau, please clarify in the drawing whether platform 1 belongs to track 1 and whether track 1 has one or two platform edges.

I still miss a line without switchable signals and with self-restoring points as it was shown in the original draft for the Advanced Example. Such minor-railway operation is very common in many countries. In that, the stations of Kudowa and Grestin would have marker boards only instead of signals and Grestin would have self-restoring points, and Instersee would be an Anst. With that, it would be possible to show in the example files

- to encode speed profiles through different routes (Grestin),
- to encode stations without points where trains regularly turn around (Funera, Endhaltepunkt),
- to encode train crossings and train massages (Zuglaufmeldungen) in timetables (concerns stopDescription and possibly connections).

Dirk.