Subject: [railML3]: special infrastructure in IL - bascule bridge, tunnel gates
Posted by Jörg von Lingen on Sun, 06 Dec 2020 05:20:12 GMT
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Dear all,

within railway networks there are special components of infrastructure with impact to train operation - bascule bridges, tunnel gates or water barriers. Mainly they have some characteristics in common:

1) They are in infrequent use compared to train operation.
2) They have one position supervised by the interlocking for safe train passage.
3) If they are not in that position their operation is outside the interlocking, e.g. by a local panel.

Thus the modelling in railML would be similar to a keylock. However, there may be other data about them needed. The technical time for opening and closing process might be of interest for calculating the minimum duration of non-availability for train passage. Additional the typical duration of non-availability is needed for planning process.

In addition there are networks with more harsh conditions where it is desired to keep gates at tunnel portals closed most of the time and open them only for train passage. In that case they are fully controlled by interlocking and the modelling would be more like level crossing.

The question to you is:
a) What are the data you need with such infrastructure?
b) Are there other modes of operation?

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Best regards,
Joerg v. Lingen - Interlocking Coordinator