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

Posted by [Christoph Klaus](#) on Mon, 21 Aug 2017 14:07:41 GMT

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Hi Vasco,

the regulations for train operations (Ril 408.0101A01) give the following definitions:

Durchgehendes Hauptgleis: Main tracks of the line and their continuation in the station.

Hauptgleis: Tracks which are driven by trains regularly.

Nebengleis: Tracks which are not driven by trains regularly.

So the current explanation of secondaryTrack in the railML wiki ("This is a track not frequently used.") should be expanded for describing "nicht-durchgehendes Hauptgleis".

The same counts for sidingTrack in the meaning of "Nebengleis".

I hope this feedback is helpful for you.

Best regards,  
Christoph Klaus

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Am 06.06.2017 um 15:41 schrieb Vasco Paul Kolmorgen:

> === German usage / Deutsche Anwendung ===

>

> The usage in Germany is currently AFAIK:

> \* Durchgehendes Hauptgleis; pro Betriebsstelle immer Eines bei je

> Eingleisiger und Zwei je zweigleisiger Strecken, mit Zugstraße

> \* Hauptgleis; alle anderen Gleise mit mindestens einer Zugstraße

> \* Nebengleis; alle anderen Gleise ohne Zugstraßen, nur Rangierfahrten

> \* Gleisverbindung; Gleise ohne eigenen Verkehrswert, in

> Weichenverbindungen, Überleitungen

>

> The mapping for mainTrack to Deutschland:durchgehendes Hauptgleis is

> nearby, but what's with the others:

> \* secondaryTrack: This is a track not frequently used (e. g. for  
> overtaking only).

> \* connectingTrack: This is a transfer track from one to another track

> e. g. in branches, points or cross overs.

> \* sidingTrack: This is a siding.

> \* stationTrack: This is a track in a station, possibly with plattformen.

> \* other: anything Any value that does not fit any value from the

- > previous enumeration list, fulfilling the constraint: at minimum two
  - > characters, whitespace is not allowed.
  - >
  - > Any opinions for railML® 2.x and for a refactoring in railML® 3.x?
  - >
  - > Best regards,
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