

Dear all,

for tunnel gate and bascule bridge we need the following elements:

1. position in infrastructure (IS element)
2. conditions for opening and closing: (route setting, activationCondition, hasTvdSection) analogue to levelCrossingIL activation/deactivation conditions (IL element)
3. Should we consider more than one track in parallel for a tunnel gate?

Mit freundlichen Grüßen/Best regards

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Am 06.12.2020 um 06:20 schrieb Joerg von Lingen:

- > Dear all,
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- > 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:
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- > 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.
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- > 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.
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- > 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.

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 - > 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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