
Subject: Re: Haltetafel / stop post

Posted by [thomas.kauer](#) on Thu, 08 Nov 2012 11:16:22 GMT

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Dear Christian, dear Dirk

at the SBB we work most time with an absolut "H" independt of train length or with number of units where the length refers to the usually used vehicle-type in the region (but this value is not indicated). There are also AxleCount and Length ("m") real stop posts. They all indicate where the train header has to stop.

But they are normaly not used as min/max - if you get a 100m and a 200m stop post, a train of 150m has to stop in the middle.

In different programms there are also virtual stop post in use. They can be marked with the enumerations below (front/middle/end) for the same reasons as discussed. There are no real stop posts but there are rules for the station that tell where the train has to stop in that station.

There are also situations where on real stop post is valid for the track on both sides - in this case there will be added an virtual one in the same place but with position on the other track.

Special problems with stop posts in ETCS are not yet fixed as far as I know.

Best regards
Thomas

Dirk BrÄauer wrote:

>

> Dear Christian,

>

> the summary of attributes/parameters for <stopPost> sounds good. Some
> short notes:

>

> 1) I think we need one more attribute/parameter defining the relation of
> the stop post to the train. (There were earlier discussions about that
> feature.) It should be something with the enumerations "frontOfTrain" /
> "mittleOfTrain" / "endOfTrain":

>

> Most "normal" stop posts we know (from Germany) are valid for the front of
> the train and are non-virtual. But this is not always the case. For
> instance in Czech Republic, there are virtual stop posts valid for the end
> of the train. The virtual stop post stands at the beginning of the
> platform because the stairs/elevators are at the beginning of the
> platform. This virtual stop post is valid for the end of the train, which

> means that the train should not move further forward than that its last
> door is at the rear end (=beginning) of the platform. This is to avoid an
> unnecessary long walk for the passengers.
>
> Such virtual stop posts are programmed in the Czech "black boxes" (ATO),
> and they are therefore "really" existing in software (in practice).
>
> It is also a matter of some national ETCS instances but (unfortunately, in
> my opinion) not very common in Germany due to the "relying on old INDUSI
> philosophy". But that should not mean that we forget or ignore it in
> RailML.
>
> 2) Concerning the attributes trainLength, axleCount, wagonCount I would
> prefer a clarification of the relation: maxAxleCount, maxTrainLength,
> maxWagonCount. Theoretically you could then also add the other boundaries:
> minAxleCount, minTrainLength, minWagonCount but they would not have
> equivalence in practice as far as I know - but again: We should not rely
> too much at German experience but in case of doubt rather be a little bit
> more theoretical.
>
> 3) Concerning the attribute "validForMovements" it should be possible to
> enumerate more than one value.
>
> Would be nice if you could consider these notes before releasing 2.2.
>
> Thank you,
> Best regards,
> Dirk.
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>

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----- posted via PHP Headliner -----
