Subject: Re: Haltetafel / stop post
Posted by   on Thu, 08 Nov 2012 19:31:31 GMT

Dear Thomas,

thank you for the very interesting information.

> ...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 Germany, the "H"s are used quite contrary: A train always has to move
forward until the "H" (or main signal) but is not allowed to "interpolate"
or such. The reason is the reliance of the very anachronistic "Indusi",
especially it's 500-Hz-programme ("INA") to the place where a train stops.

Of course, this is strange, not very practically and especially bad for
travelers because the driver is not allowed to stop "convenient for the
stairs" (leading to the platform). But, it is not the only thing in
Germany which is not very beneficial for railway travelers... So many
driver's do even ignore this rule and stop where they want, especially
with small rail-cars at 400 m platforms - may be they fear to be beaten by
the passengers.

Anyway, it tells us once more that in RailML there should be a possibility
to describe "H" with min/max (as in Germany) _and_ "interpolating" (as in
Switzerland).

Best regards,
Dirk.

P.S.:
I was aware that there are (normally or up to) three "H" at a platform but
I was not aware that

> ...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.

I'm afraid the SBB teaching people at ETH are also not aware of that
because they have told me different and, more important, they requested
the ETH's software (which I have been programming) to work differently...
So the trains there always stop at the next suitable "H" but do not stop
"interpolated" as you describe.

Can you send me a source (may be a clause of the Fahrdienstvorschriften)
which I can refer to at ETH? This is of course a non-RailML-question, so
may be you can send it via E-Mail. Thank you very much!