

Train detection at S-Bahn Hamburg GmbH



Fig. 1 • Infrared presence detektor FLG 10-20

In connection with the implementation of "SAT" (self-dispatch by railcar drivers) at Hamburger S-Bahn GmbH, there are used FLG 10 units in order to detect, during the entry of trains into the platform area, any full-length trains that by mistake stop at the stop sign for half-length trains. The same applies to half-length trains that stop too far before the stop sign.

For that purpose, the detectors at the end of the platform are arranged in such a way that any carriages or parts of carriages projecting beyond the end of the platform are safely detected (see also the schematic diagram in Fig. 2). If that situation occurs, the respective information is generated by text generator and displayed on the driver's monitor.

It is an essential advantage that the detector does not have to be installed in the track area.

The reliable fading-out of the background ensures that trains passing on the neighbouring track are not detected. The detection depends on the direction of travel. The area above the windows up to the roof has proven to be useful as detection level on the train. For the mounting on the platform, there are used existing installations (lighting poles, platform roof and the like) as far as possible. The mechanical installation expenditure (mounting device and accessories) is comparable to that of the installation of a camera.

Installation and adjustment of the detector are uncomplicated. In general, one detector was installed on either side of the platform in Hamburg.

Upon entry of a train into the detection area of the FLG 10, the message "entered not far enough" is superimposed on the video signals transmitted to the train by means of a text generator.

Only when the train has left the detection area completely, i.e. with its last carriage, the message disappears.

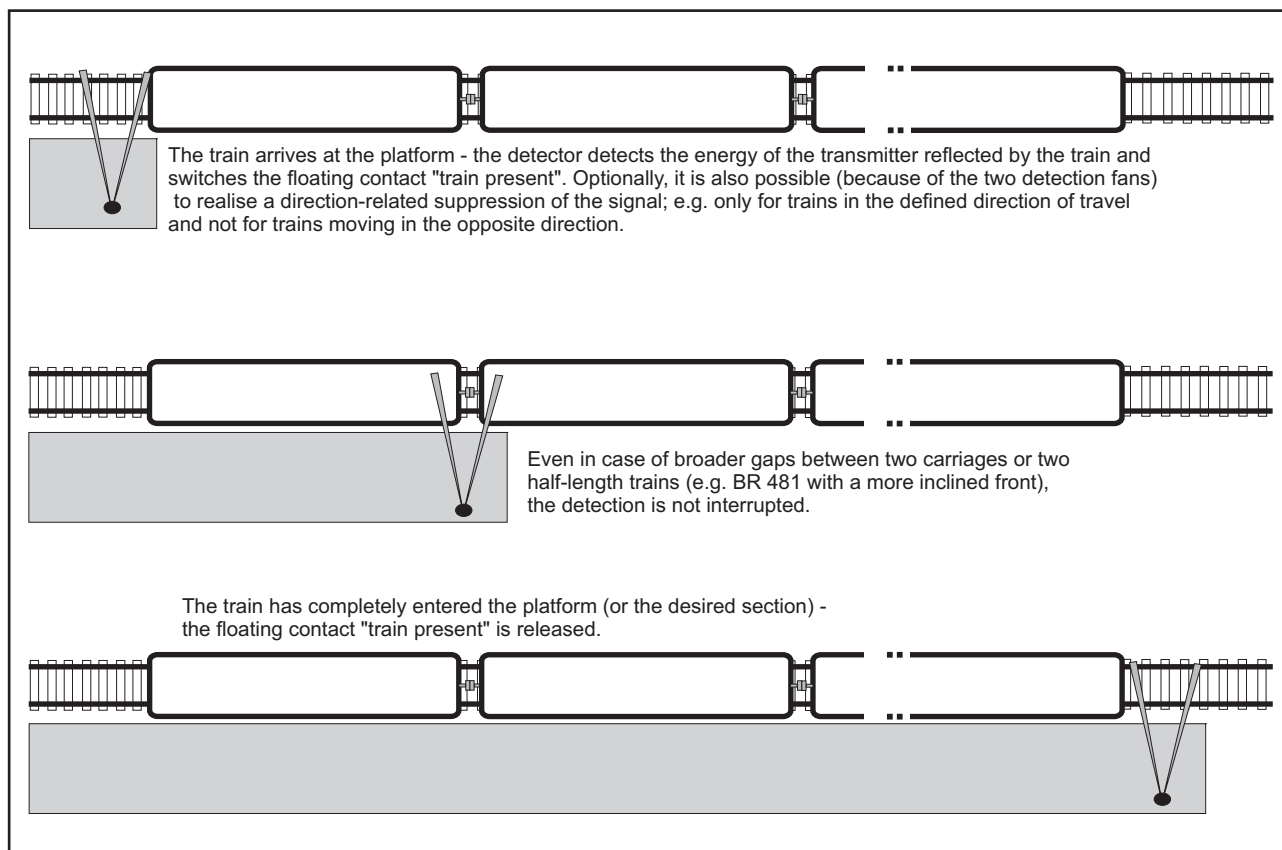


Fig. 2 • Schematic diagram of the train detection



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