



Train positioning and track location using video
odometry and track curvature



Author:

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Problem and Objectives

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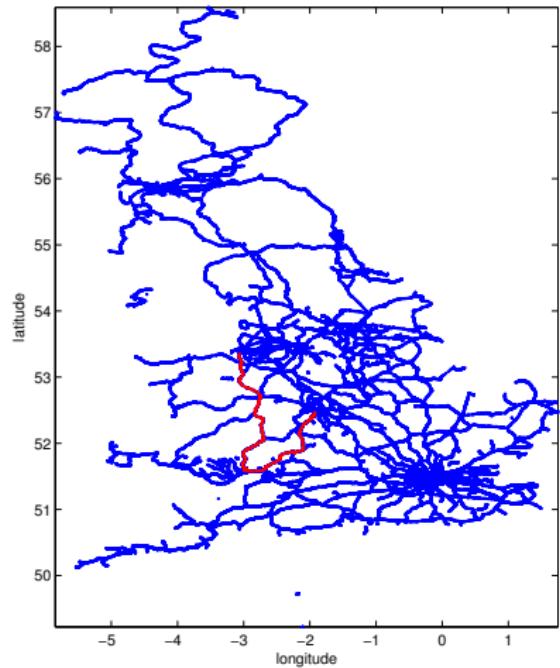
Objectives of the Study Group

1. Identify the errors in the video
2. Carefully calculate (i) the train velocity (ii) the track curvature
3. Assimilate ALL the data to find the train location

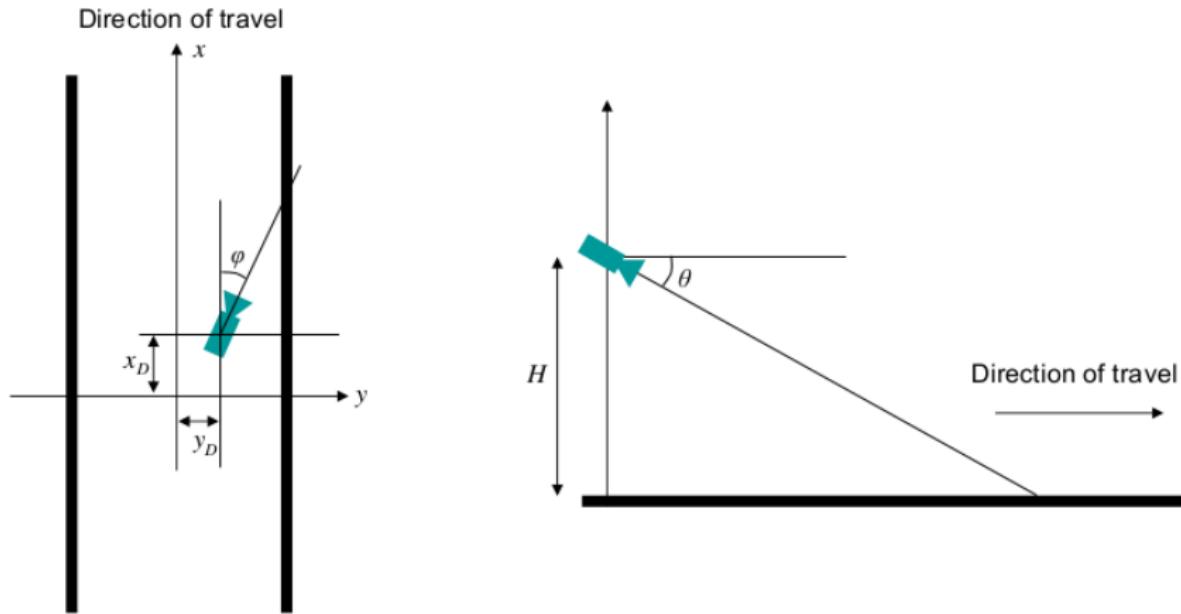
Camera Snapshot



Generate Rail Network



Turn Trains into Maths



Three angles for camera calibration: pitch θ , yaw ϕ , roll ψ .

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What does the camera see?

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What does the camera see? Take a point $(X, Y, -H)$ relative to the camera position.

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What does the camera see? Take a point $(X, Y, -H)$ relative to the camera position. Rotate the rails so the camera now points along the X -axis

$$\begin{pmatrix} \xi \\ \eta \\ \zeta \end{pmatrix} = R_1(\psi)R_2(\theta)R_3(\phi) \begin{pmatrix} X \\ Y \\ -H \end{pmatrix},$$

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where f is the focal length of the camera.

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This poor shaking camera has to see a slight curvature in the rail

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$$Y = Y_0 + \beta \frac{X^2}{2},$$

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We can work with small $\delta\theta, \delta\phi, \delta\psi, \delta H, \delta Y, \alpha, \beta$, for it allows us to linearize...

The Signatures from $\delta\theta$, α , etc...

Each $\delta\theta$, α , etc... produces an independant *signature*,

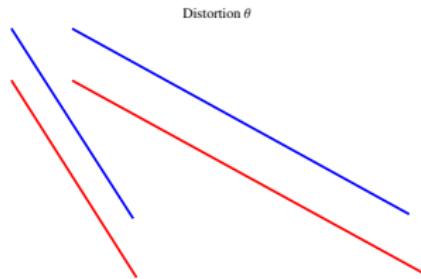


Figure: $\delta\theta$ distortion.

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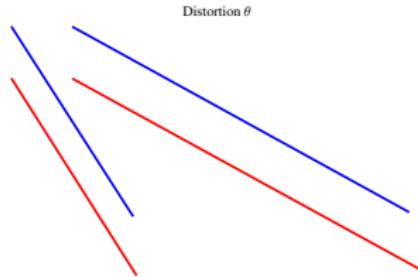


Figure: $\delta\theta$ distortion.

Red are the straight perfectly measured rail.

Blue are the linearised disturbance to the rail.

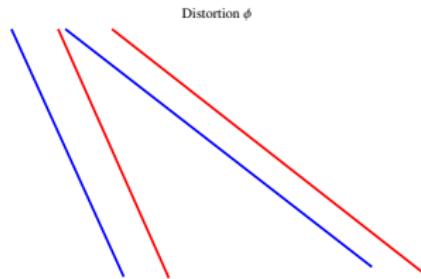


Figure: $\delta\phi$ distortion.

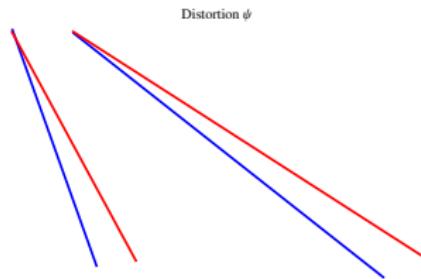


Figure: $\delta\psi$ distortion.

The Signatures from $\delta\theta$, α , etc...

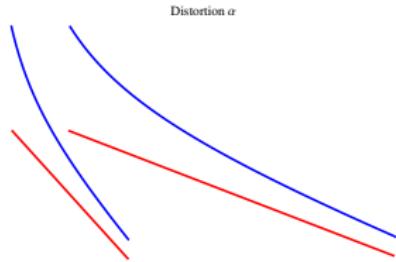


Figure: α distortion.

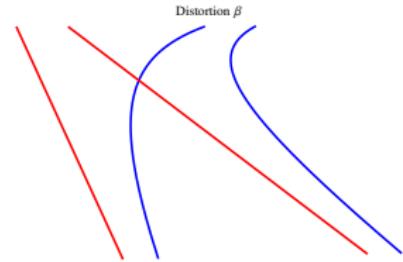


Figure: β distortion.

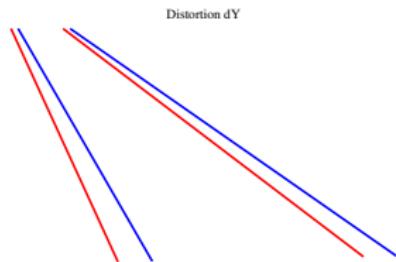


Figure: δY distortion.

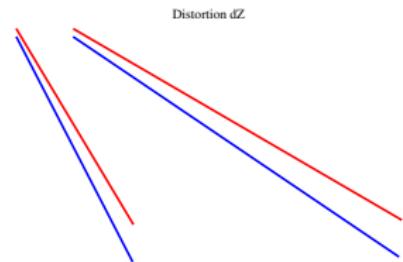


Figure: δH distortion.

Signature Projection

Each signature becomes a vector

$$\mathbf{B} = (\mathbf{v}_{\delta\theta} | \mathbf{v}_{\delta\phi} | \mathbf{v}_{\delta\psi} | \mathbf{v}_\alpha | \mathbf{v}_\beta | \mathbf{v}_{\delta H} | \mathbf{v}_{\delta Y})$$

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We can project the difference \mathbf{v} from the observed rails and the straight perfectly measured rail,

$$(\delta\theta \ \ \delta\phi \ \ \delta\psi \ \ \alpha \ \ \beta \ \ \delta H \ \ \delta Y)^T = (\mathbf{B}^T \mathbf{B})^{-1} \mathbf{B}^T \mathbf{v}$$

The determinant

$$\det(\mathbf{B}^T \mathbf{B})$$

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$$\det(\mathbf{B}^T \mathbf{B}) \leftarrow \text{a function of } \theta, \phi, \psi, H \text{ and } dY.$$

can be used to optimize camera position.