
Subject: Re: More detailed 'speed change' definitions

Posted by [Susanne Wunsch railML](#) on Tue, 24 Apr 2012 21:31:07 GMT

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Hello to all who are interested,

We discussed some open issues of the upcoming speed change / speed profile enhancements (for railML version 2.2) afterwards the todays' railML meeting in Dresden. I conclude the outcomes herein.

[directions in speed changes]

<speedChange> elements offer the "dir" attribute with the enumeration values "up" and "down".

(See also Trac ticket #145 [1] for renaming the enumeration values with next major release.)

The current enumeration value "both" is marked deprecated for more clear semantics.

[position of speed changes in the XML tree]

<speedChange> elements stay where they are currently defined.

<speedProfile> elements are separated from the <tracks> and (with respect to its container element <speedProfiles>) a direct child of the <infrastructure> element.

[different run history]

The actual speed aspect depends not only on the rollingstock characteristics as mentioned in the previous postings. It sometimes depends on the route through a "branching station" from a macroscopic point of view.

Given the route between the neighbouring stops/stations (ocps) the different speed aspects at the same track for the same rollingstock characteristics may be defined.

So far we would need two attributes for referring to <ocp id=""> elements at the <speedProfile> element. "from" and "to" don't help in this case because they also apply to the other running direction which would be confusing.

How about the attributes "ocpRef1" and "ocpRef2"? Or "neighbour1" and "neighbour2"? Or "neighbourOcpRef1" and "neighbourOcpRef2"?

Any other (even better) naming suggestions?

[train relation]

What is a real use case for the enumeration value "midOfTrain"? Are there any speed aspects that are valid since half of the train passed its defined position?

If it is not the case, we would suggest not to define it.

[minimum percentage of brake power]

At some railway infrastructure companies the minimum percentage of brake power can't be directly calculated by means of physics. It is somehow defined by some legal body.

Therefore we would suggest an additional attribute "minimumBrakePercentage" for this value in the <speedProfile> element.

Any comments, remarks, questions are highly appreciated.

[1] <http://trac.assembla.com/railML/ticket/145>

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Kind regards...
Susanne
