

Dear Dirk, Christian, and others,

Dirk Bräuer <dirk.braeuer@irfp.de> writes:

>> But I am not sure about the 1:1 relation from the facility to the
>> <speedChange>. Considering a signal, it may show different signal
>> aspects, which relate to different <speedChange> elements then. If
>> we want to implement the cross-reference at least on the same
>> level, this would require to reference all (relevant) signal
>> aspects from the <speedChange> and not the signals.
>
> Of course there may be 1:n relations from a <trackElement> to a
> <speedChange>. But this is mainly because of several speed profiles
> overlaying each other but rarely because of speed aspects of a signal.
>
> There is normally a 1:1 relation only from one <trackElement> to one
> <speedChange> of one speed profile.
>
> Main signals are not intended to create speed changes. Speed changes
> shall define the maximum permitted speed considered as "basic
> infrastructure property" - so the plainly physically permitted speed.

Thanks, Dirk, for focussing the discussion by clarifying some background.

We don't try to find a solution for signals/panels in this thread. It is more about a reference from speed changes to its "securing" train protection elements never mind if there are speed panels or signals at all. That may be ensured with magnets, crocodiles...

The remark by Carsten is of some importance, maybe we should create an intermediate container element that will be referred to for enabling grouping of train protection elements.

My proposal (speedChange -> trainProtectionElement, 1:n):

- * Multiple references from 'speedChange' to certain "train protection group"s (regarding several "GPA"s at distinct positions along the announcement and execution way)
- * New element 'trainProtectionGroup' with multiple, at minimum one, 'trainProtectionRef' element(s) for referring to single trainProtectionElements.

Alternatively (trainProtectionElement -> speedChange, 1:n):

- * New element 'trainProtectionGroup' with multiple, at minimum one, 'trainProtectionRef' element(s) for referring to single trainProtectionElements.

- * Multiple references from 'trainProtectionGroup' to certain 'speedChange's (regarding different speed profiles)

The first approach sounds more straight forward for me.

I hope to also clarified the focus of the RFE.

I filed a Trac ticket for this issue:

<http://trac.assembla.com/railML/ticket/199>

Kind regards...
Susanne

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Susanne Wunsch
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