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Subject: Re: RFE for connection, DE:Anschluss  
Posted by on Thu, 08 Nov 2012 21:05:02 GMT  
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Dear all,

>> Andreas Tanner wrote:

>>>> Trainparts would be somewhat more precise than trains, and they have a  
>>>> validity. Maybe a connection holds only on certain dates.

Joachim Rubröder wrote:

> Ok, I'm convinced.

I also agree. At least the difference may lay in the case two train parts, scheduled to run coupled together, must run separate under operational conditions. If you have a trainpart-relating connection then, it is clear which separate train need to wait for the connection and which may "run away". Having train-related connections, always all train parts would have to wait, whether it was it makes sense or not.

Susanne Wunsch wrote:

> Wouldn't it be sufficient to refer to a certain 'trainPart' and an  
> 'ocp'? A 'trainPart' may traverse a certain 'ocp' only once. If it  
> changes its direction this should be defined as a distinct 'trainPart'..

Unfortunately this is nowadays wrong. A train(part) may "traverse" an OCP more than once. I could mention plenty examples from practice, not only from Germany. For short, only one example which you can easily find at HAFAS: The CANTUS trains from Bebra to Göttingen and v. v., stopping two times at Niederhone with the same train number (24090, 24096 ff.). If you like more examples: Don't hesitate to ask... ;-)

In former times, the local signalman and his books were the reasons why it was forbidden that one train number happens more than once a day at one station. There even was a special rule for that in the German rule book (which by far wasn't able to avoid that it happened even in earlier times, e. g. some trains from Leipzig to Görlitz, reversing at Dresden Hbf, stopping two times in Dresden Neustadt).

Nowadays, it is very common in practice throughout many countries. It may have to do that because of there are less local signalman, less books to write or not enough train numbers or less knowledge about the rules... Anyway, we have to handle it in RailML.

Best regards,  
Dirk.

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