

Dear all,

- > But this train reverses at Eschwege. That means there should be at least
- > two train parts in order to define the reversed vehicle order.

Dear Susanne: Please don't lose sight of the forest for the trees... ;-)

- If the train consists of one MU only (most of the trains do so) - what do you want to reverse there? (Please note that there is no possibility to describe the orientation of a single vehicle in a <formation>.)
- It is not necessary to specify a formation at all (<formationTT> is optional). So, for a simple timetable description - may be a passenger information like HAFAS - there is no need to use create two train parts.
- I can also send you an exempli gratia where a train passes a station twice without reversing...

But another question we should ask ourselves is: If we specify a connection with trainPartRef and ocpRef - may it be that the right interpretation follows from the contents?

Train #24090 stops at Niederhone 14.28 (direction to Eschwege) and again 14.38 (direction to Göttingen). A (hypothetical) bus could arrive at Niederhone on 14.25 and referring a connection to #24090.

- Do the min/maxConTime attributes help us to specify the right stop?
- Should we (alternatively) refer to <ocpTT>.sequence (the counter) instead of <ocp>?
- Should we (alternatively) provide optional "directionToOcpRef" and "directionFromOcpRef" attributes to clarify the situation?

With best regards,  
Dirk.

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