
Subject: Re: RFE for connection, DE:Anschluss

Posted by [Joachim Rubröder railML](#) on Wed, 14 Nov 2012 23:43:10 GMT

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Dear all,

Dirk Bräuer wrote:

- > Dear Susanne, thank you for clarifying what is clarified... ;-) (Honestly:
- > It makes it easier to follow the discussion for someone outside.)

Many thanks for both of you for this long thread and all the clarification which will indeed be very helpful for every outsider.

I appreciate to force the splitting in trainParts whenever the formation changes, also for orientation changes.

- >>> Can we then clarify that for RailML, there is the following rule:
- >>> --> No ocpRef is allowed to occur more than one time in the same
- >>> <trainPart>.

A forced splitting of trainParts whenever an ocpTT would occur several times would be consequent. This would also solve the problem of referencing the correct ocpTT within a trainPart
(<http://www.railml.org/forum/ro/?group=2&offset=0&thead=72&id=247>).

- >>> We could now declare "trainReverse" being obsolete since we could
- >>> always use "orientationReversed" (also for single MUs by definition)
- >>> because we always will have to have a new <trainPart>.
- > I'm afraid I have to add one CON: The current 'trainReverse' attribute
- > fits to the very common symbol <-> for reversing direction in timetables.
- > I guess many public information systems have to handle this information.

I would like to keep the 'trainReverse' attribute, for this purpose which was also mentioned by T. Kauer (SBB) at the railML meeting. With the forced splitting of trainParts, the 'trainReverse' would mainly occur at the first ocpTT of a trainPart if you have any formations referenced. It should therefore no longer be seen as automatically reversing the formation. For a simple timetable information system (without dealing with formations) it could still be used within a long trainPart to indicate the symbol <->.

Best regards,
Joachim

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Joachim Rubröder
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-----== posted via PHP Headliner ==-----
