
Subject: Re: new attribute on the vehicle element
Posted by on Tue, 19 Nov 2013 17:53:46 GMT
[View Forum Message](#) <> [Reply to Message](#)

Dear Jörg,

thank you for posting this topic on UIC vehicle numbers. In general, I would welcome such a possibility because there is hope that this simplifies "finding the right vehicle series" when exchanging data between different software programs.

To explain the problem behind it for the "along-reader": For the timetable we normally have to refer to engine series. Engine series are not named nor numbered uniquely throughout most countries. For instance, a German "series 772" is something much different (and smaller) than a Czech "series 772". To make it more difficult, not all countries or operators have series numbers. And in most countries, "sub-series" are necessary to describe a vehicle series exactly.

To clarify: From the view of timetables, we do not want to address certain vehicles - always vehicle series. It is a much easier task to address a certain vehicle (e. g. by its UIC number) than a series...

Well, there is hope that UIC numbers may help in future. But therefore - and additionally to your suggestion - I think that it will be necessary to distinguish between the "constant" and the "variable" part of the UIC number:

The constant part does not change in a series. The variable part changes from unit to unit of a series.

So it would be easy if the constant and variable part would always be the same set of digits in all UIC numbers throughout the UIC world. But: This is not the case. So we need a possibility to "mark" the constant and variable parts of a UIC number of a certain series such as:

(a) 92 80 0232 xxx-x D-xxx

(b) 94 80 0428 1xx-x D-xxx

where xxx mean the variable parts of a series.

It seems that (a) or (b) is the "series mask" for German vehicles. It would also fit for some other countries but unfortunately not for all. One of the more strange examples (in my opinion) is Sweden. Here are some Swedish examples of UIC numbers:

92 74 0000 221-2 S-IBAB (Swedish class T43)

92 74 0000 001-8 S-MTAB (Swedish class T46)

92 74 000 0376-4 S-GC (Swedish class Td)

91 74 106 1390-0 S-SJ (Swedish class Rc6)

94 74 4620 004-2 S-ABTR (Swedish class X62)

So what is the "series mask" for Swedish engines? It seems that Swedish UIC numbers are only unique throughout one operator (S-....). So, for a Swedish mask, S-xxx would not be variable.

So for RailML, we should be aware that

- we cannot skip the "letter part" ("S-IBAB" a.s.o.) despite one could think that "74" and "S-" are redundant! In Sweden (and other countries), there are several engines "74 0000 001-8". They differ only in the letters behind "S-".

And we should ask ourselves

- Can we provide a kind of "series mask" to describe which UIC vehicle numbers are members of a vehicle series?
- Which parts of UIC numbers are necessary for uniqueness? Which are constant or variable in this meaning?

Best regards,
Dirk.

P.S.: Before somebody asks, here some German number examples of different operators:

92 80 0232 204-0 D-LEG
95 80 0303 001-1 D-DEV
94 80 0427 005-4 D-DB
94 80 0428 120-0 D-ERB
90 80 1001 003-5 D-ALS
93 80 5411 062-3 D-DB
91 80 6143 967-8 D-DB

By the way, it is even not clear whether to write the letters (D-DB, S-MTAB) in front or behind the actual UIC no. Here, I have always written it behind but in practice you'll find both solutions. So much for European standardisation!
