
Subject: Re: railML 2.3 infrastructure extension proposal operational properties of an OCP

Posted by [christian.rahmig](#) on Mon, 04 Jun 2018 06:27:54 GMT

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Dear Dirk, dear all,

we discussed the topic of modelling a siding once again in the railML 3 use case working group "Schematic Track Plan". We also talked about your current way of modelling:

Am 18.05.2017 um 17:51 schrieb Dirk Bräuer:

> [...]
> Yes, of course. In Germany (and other countries), we have the same type
> of sidings. In Germany they are called Anschlussstelle und
> Ausweichanschlussstelle depending on interlocking and operational rules.
> It is an <ocp> but not a station. In both cases, the line track has to
> be blocked between the adjacent stations during the operation of
> entering and leaving the siding.
>
> Currently we model such an <ocp> as follows:
>
> <ocp id=...>
> <propOperational orderChangeable='false'
> ensuresTrainSequence='false' />
> <propService goodsLoading='true'/>
> <propEquipment>
> <summary hasHomeSignals='false' hasStarterSignals='false'/>
> </propEquipment>
>
> We do not model the siding itself since there can be no train operation
> at it (just shunting). The train begins and ends at the main track at
> the <ocp>.

From operational perspective it is complete although not mentioning the term "siding", but for use case "SCTP" we need further information about the siding. In particular, we want to know about the number and length of the tracks included in this siding. And: what value does the attribute <opc><propOperational>@operationalType have?

Any comments are highly appreciated...

Best regards
Christian

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