
Subject: Re: Different ways to model tractive effort
Posted by [Joerg von Lingen](#) on Wed, 01 Jul 2020 06:32:30 GMT
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Dear all,

I have transfered the issue into ticket #385 to be implemented in railML 2.5.

The suggestion is to add an alternative element "segmentTable" used instead of "valueTable". Basically this table is similar build as the known valueTable with some exceptions and a different way of interpretation.

The zValue (here "exponentValue") is of type integer and shall be taken as exponent to the xValue (here "segmentStartValue"). The latter one marks the start of an intervall or segment in the curve. The maximum xValue shall be derived from the "speed" attribute of the vehicle. The yValue (here "coefficentValue") is the value of each coefficent to be multiplied with xValue to the power of zValue. The total of all calculated values of the line gives real value need. Thus it follows the formula $F = \text{Sum} (y * x^z)$.

The sample of the original data, the schema definition and the representation in railML are shown in the attached pictures.

Best regards,
Joerg v. Lingen - Rollingstock Coordinator

File Attachments

- 1) [segmentTable03.jpg](#), downloaded 275 times
 - 2) [segmentTable02.jpg](#), downloaded 292 times
 - 3) [segmentTable01.jpg](#), downloaded 307 times
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