
Subject: Re: [railML3] Stop strategies

Posted by [christian.rahmig](#) on Fri, 18 Dec 2020 10:51:08 GMT

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Dear Laszlo,

thank you very much for your forum posting and welcome to the railML community!

The scenarios depicted in your figures are very important for the common understanding of how to use the already defined railML infrastructure data model for specifying the exact stopping places for railway vehicles related to the station / operational point and the platform edge.

The relevant elements and parameters in the infrastructure data model are:

- * (spot) location of <operationalPoint> on microscopic level to describe the center of the OP related to a station track
- * the (linear) location of a <platformEdge> on microscopic level
- * the (spot) location of a <stoppingPlace> on microscopic level linked with a certain track
- * the train relation of the <stoppingPlace>

For scenario A ("symmetric to the platform center"), the parameters would be used as follows:

- * <stoppingPlace>: @isSignalized="false", @trainRelation="midOfTrain", spot location in the middle of the <platformEdge> linear location
- * <platformEdge>: linear location

Scenario B ("train head at the end of the platform"):

- * <stoppingPlace>: @isSignalized="false", @trainRelation="headOfTrain", spot location at the end of the <platformEdge> linear location
- * <platformEdge>: linear location

Scenario C ("train end at the beginning of the platform"):

- * <stoppingPlace>: @isSignalized="false", @trainRelation="endOfTrain", spot location at the begin of the <platformEdge> linear location
- * <platformEdge>: linear location

Scenario D ("symmetric to the platform entry point at 250m on the Stop Edge") is the tricky one. Assuming that the platform entry point defines the center of the operational point on this station track, parameters may look like this:

- * <stoppingPlace>: @isSignalized="false", @trainRelation="midOfTrain", spot location identical with <operationalPoint>'s spot location on the track.
- * <operationalPoint>: spot location (on microscopic level)

And, there is also a new scenario E: "train head at stop post panel". In this case, the knowledge about the location of the stop post panel (de: Haltetafel) is required. Having this, the scenario is defined like this:

- * <stoppingPlace>: @isSignalized="true", @trainRelation="headOfTrain", spot location identical with <signalS / isStopPost>'s spot location on the track.
- * <signalS / isStopPost>: spot location (on microscopic level)

In all scenarios, it is possible to restrict the stopping possibilities to railway vehicles matching certain constraints, e.g. maximum length of train, number of wagons, train movement type (shunting, freight, ...).

So, to summarize: railML 3 is able to deal with all your scenarios. However, what I would like to know from the community: How do you use the railML infrastructure model with respect to modelling train stops in stations. Let's find out the best practices and bring them into the railML wiki, so that everybody has the chance to model a certain type of train stop always in the same manner.

Thank you very much and best regards
Christian
