Subject: Re: [railML2] Consistent definitions of formationTT@load @weight and @timetableLoad
Posted by Torben Brand on Fri, 19 Feb 2021 13:21:08 GMT
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Dear TT comunity,

I would like to address two issues here:
1. Change the use of the term "real" to "actual"
2. Indicate the use of wagons with the use of the attribute @load or @timetableLoad

Change the use of the term "real" to "actual"
According to the forum post and ticket referenced above by Thomas Nygreen and the forum post in rolling stock by Jörg von Lingen (https://www.railml.org/forum/index.php?t=msg&th=767&goto=2597&#msg_2597), we seem to be in conclusion that we should change the word "real" with "actual".
The primary purpose in formationTT is to indicate the planned values of the formations length, weight/load and/or speed per individual train in the timetable if different than indicated in the formation. The formation values being the physically maximum capable values. The actual driven values seem to bee of less importance for the community. Thus the suggestion to change the definitions for @length and @speed to being defined as for the planned values. Alternative we could keep the definition open if they are for the planned or the actual values (since there is only one set as opposed to load and timetableLoad).

Indicate the use of wagons with the use of the attribute @load or @timetableLoad
As defined in the existing Notes section a zero load indicates no wagons in the formation. We suggest thus to also define the opposite to be true. That if there is defined a load or timetableLoad of >0 to indicate that the formation contains wagon(s). If the formation only contains an engine then the use of formationTT@load or @timetableLoad and a formation@length adds virtual wagons with the defined load and length values. If there are defined wagons in the formation (either real wagons with real weight and length values or a dummy wagon of 1m length and 1t tareweight) the formationTT values overwrite these values.

wiki page revision suggestion for formationTT
@weight: the actual weight of the formation while in use, including any possible engine(s)
@load: (introduced with version 2.1) the actual driven load of the formation, excluding any possible engine(s)
@lenght: the planned length of the complete formation according to the timetable.
@speed: the planned maximum speed of the formation according to the timetable.
@timetableLoad: (introduced with version 2.1) the planned load according to the timetable, excluding any possible engine(s)

Notes / Anmerkungen / Notes
Due to the habits of railway terminology, "load" here means the mass of any wagons and carriages including their payload (passengers, freight) but does not include the mass of any engines. In the case the formation consists of engines only (including multiple units), load is defined to be zero and does not include the mass of any passengers or freight (which may be conveyed or transported inside the engines or multiple units), with the use of

vehicle@bruttoWeight.

A load or timetableLoad of >0 indicates that the formation contains wagon(s). If the formation only contains an engine then the use of formationTT@load adds virtual wagons with the defined load and length values. If there are defined wagons in the formation the formationTT values overwrite these values.

The attribute weight contains the total physical mass, always including all engines, multiple units and payload.

On the difference between ocpTT/@trainReverse and formationTT/@orientationReversed, see Reversing trains and formations.

Note that the formation values in rolling stock are the physically maximum capable values of the formation.

Kind regards

Torben Brand on behalf of Jernbanedirektoratet
