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Subject: Difference between 'load' and 'timetableLoad'  
Posted by on Wed, 23 May 2012 13:21:51 GMT  
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Hi all,

there are two attributes at <formationTT>: 'load' and 'timetableLoad'.  
What is the difference between them?

> load: the real load of the formation while in use

Should 'real' it mean "in contrary to the formation as given at rollingstock" or should it mean the actual load of a certain day after the train did actually run? If the latter is meant, it would be a brake in the philosophy because these 'actual', 'driven' data can be different for each day and we would then consequently also need attributes like 'actualLength', 'actualMass', 'actualFormation', 'actualBrakingSettings'... At last everything can differ from the timetable so to provide attribute for the 'driven' parameters would mean to copy \_each\_ attribute.

Since the name of the Scheme is 'timetable', one should assume that all of its descendants are 'timetable' attributes... A timetable is always a kind of planning in advance - the data of the already driven trains we do not call timetable.

From our point of view, 'load' and 'timetableLoad' are redundant. So far, we only use 'load' but not 'timetableLoad'. Since FBS is a pure planning system, we only know the load planned in advance and never know the real load of a train at a certain day. Does that mean that we rather should use 'timetableLoad'?

Best regards,  
Dirk.

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Subject: Re: Difference between 'load' and 'timetableLoad'  
Posted by [Joachim Rubröder railML](#) on Tue, 29 May 2012 14:36:11 GMT  
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Hi Dirk,  
the attribute "timetableLoad" was requested by yourself 2 years ago and means "Fahrplanmasse = Masse Wagenzug ohne Tfz(e)". It was introduced for version 2.1 and implemented by Trac ticket #59.

I would assume, that "load" means rather the real/actual load of a formation while running, in contrast to the assumed "timetableLoad" during the timetable planning process. If the real load is unknown, you could

assume a higher "timetableLoad" to get a maximum for the running time. The attribute "load" is rather old and is probably used in different ways without awareness of the detailed differences between real/actual and assumed values. So every program using "load" should announce how it is meant to be interpreted.

kind regards,  
Joachim

Dirk Br  uer wrote:

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> Hi all,  
>  
> there are two attributes at <formationTT>: 'load' and 'timetableLoad'.  
> What is the difference between them?  
>  
>> load: the real load of the formation while in use  
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> Should 'real' it mean "in contrary to the formation as given at  
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> system, we only know the load planned in advance and never know the real  
> load of a train at a certain day. Does that mean that we rather should use  
> 'timetableLoad'?  
>  
> Best regards,  
> Dirk.  
>  
>

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----- posted via PHP Headliner -----

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Subject: Re: Difference between 'load' and 'timetableLoad'  
Posted by on Wed, 30 May 2012 11:25:50 GMT  
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Dear Joachim,

- > the attribute "timetableLoad" was requested by yourself 2 years ago and
- > means "Fahrplanmasse = Masse Wagenzug ohne Tfz(e)".

thank you for reminding me. I thought so.

- > I would assume, that "load" means rather the real/actual load of a
- > formation while running, in contrast to the assumed "timetableLoad"
- > during the timetable planning process. If the real load is unknown, you
- > could
- > assume a higher "timetableLoad" to get a maximum for the running time.
- > The attribute "load" is rather old and is probably used in different ways
- > without awareness of the detailed differences between real/actual and
- > assumed values. So every program using "load" should announce how it is
- > meant to be interpreted.

Well, I don't like these "do what you want" policies so I would rather see the load being equipped with a certain meaning and function. So, my suggestion is to declare the 'load' for actual load of a certain day after the train did operate in contrast to 'timetableLoad' which is always a value assumed in advance.

It may be a contradiction that there are some 'actual' values in 'timetable' scheme but anyway, we also have already the possibility to define actual arrival/departure times. For the moment, let's leave away the "problem" that these values only make sense if the train has not more than one operating day in the past.

For the more far future, it should be discussed and decided to move away all the 'actual' values from 'timetable' scheme leaving the 'timetable' as something which is always a planning in advance. Additionally, we could provide a kind of "actualData" scheme for all the operating data of one day of the past.

Best regards,  
Dirk.

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