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Subject: Certification of import-program and "lineRef"  
Posted by [yutaka.manchu](#) on Tue, 27 Jan 2015 05:26:16 GMT  
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Dear All,

This question is about the certification of import-program from railML2.2, but it might be related to the topic: "Aspects of timetable 3.0" written by Burkhard on 16 Oct., 2014.

\*1) <http://www.railml.org/forum/ro/?group=2&offset=0&thead=117&id=418>

[Case]: Toshiba's system\*2 requires "lineRef" attribute of "sectionTT" when importing a railML file, to generate each "train".

\*2) <http://www.toshiba-sol.co.jp/english/industry/trueline/index.htm>

"sectionTT" could refer either "line" and "track"s.

I am aware that there's a sample railML file: "Ostsachsen V220.xml"\*3 that has "lineRef", but almost all sample files like "TT\_S-Bahn\_ZH.xml" do not have "lineRef" and my system could not import them at all.

\*3) [http://www.irfp.de/deutsch/fbs/schnittstelle\\_railml\\_entwickler.html](http://www.irfp.de/deutsch/fbs/schnittstelle_railml_entwickler.html)

1) Could Toshiba's system get the import-program-certification, even if it can only import the railML files with "lineRef"?

2) Could "railML 3" that has macro(line), meso and micro(tracks) levels deal with this problem somehow?

Best regards,  
Utah (Yutaka Manchu)

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

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Subject: Re: Certification of import-program and "lineRef"  
Posted by [Christian Rahmig](#) on Mon, 09 Feb 2015 13:23:00 GMT  
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Dear Utah,

thank you for your message that is to some extend also related to the infrastructure schema. Therefore, please find my comments on your questions below:

Am 27.01.2015 um 06:26 schrieb Yutaka Manchu:

> Dear All,  
>  
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> 1) Could Toshiba's system get the import-program-certification, even if it  
> can only import the railML files with "lineRef"?

If your specific use case connected with the import of railML data requires the existence of the <lineRef> attribute (and thus the <line> element as part of the railway infrastructure), then it is clear that your import interface can only be verified using railML files that contain these information.

> 2) Could "railML 3" that has macro(line), meso and micro(tracks) levels  
> deal with this problem somehow?

Yes, we are going to solve this problem with our use case approach: As each use case requires different data regarding railway infrastructure, timetable, etc., it is necessary to categorize these use cases and to specify their elements and parameters. An import/export interface for railML3 will be designed to suit certain use cases. Consequently, it will be clear what kind of elements the interface requires.

Best regards

--

Christian Rahmig  
railML.infrastructure coordinator

Dear Christian,

Thank you for replying to my questions!

"use case" mechanism sounds good to improve the interoperability of railML. :-)

Best regards,  
Utah (Yutaka Manchu)

Christian Rahmig wrote:

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