
Subject: Timetable data elements for railVIVID

Posted by [Philip Wobst](#) on Fri, 12 May 2017 10:24:31 GMT

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The railVIVID tool shall show an element count of all relevant elements in a railML file - TRAC ticket #230. I have created a list of elements that contain the main data for the TT subscheme based on existing example data files. Please note the following:

- parent elements (e.g. ocpsTT or connections) are not included
- sub elements that need to be provided together with a parent (e.g. the trainPartRef for the trainPartSequence) are not necessarily included

Please review the list below and provide feedback if you feel an element is missing.

Timetable masterdata

Element	XPath expression
category	//timetable/categories/category
operatingPeriod	//timetable/operatingPeriods/operatingPeriod
operatingDayDeviance	//timetable/operatingPeriods/operatingPeriod/operatingDay/operatingDayDeviance
specialService	//timetable/operatingPeriods/operatingPeriod/specialService
holiday	//timetable/timetablePeriods/timetablePeriod/holidays/holiday

Train data

Element	XPath expression
trainPart	//timetable/trainParts/trainPart
passengerUsage	//timetable/trainParts/trainPart/formationTT/passengerUsage
reservationInfo	//timetable/trainParts/trainPart/formationTT/reservationInfo
ocpTT	//timetable/trainParts/trainPart/ocpsTT/ocpTT
connection	//timetable/trainParts/trainPart/ocpsTT/ocpTT/connections/connection
sectionTT	//timetable/trainParts/trainPart/ocpsTT/ocpTT/sectionTT
stopDescription	//timetable/trainParts/trainPart/ocpsTT/ocpTT/stopDescription
times	//timetable/trainParts/trainPart/ocpsTT/ocpTT/times
organizationalUnitBinding	//timetable/trainParts/trainPart/organizationalUnitBinding
train	//timetable/trains/train
trainPartSequence	//timetable/trains/train/trainPartSequence
brakeUsage	//timetable/trains/train/trainPartSequence/brakeUsage
speedProfileRef	//timetable/trains/train/trainPartSequence/speedProfileRef

Train group data

Element	XPath expression
trainGroup	//timetable/trainGroups/trainGroup
trainRef	//timetable/trainGroups/trainGroup/trainRef

Rostering

Element	XPath expression
blockPart	//timetable/rosterings/rostering/blockParts/blockPart
block	//timetable/rosterings/rostering/blocks/block
blockPartSequence	//timetable/rosterings/rostering/blocks/block/blockPartSequence
blockPartRef	//timetable/rosterings/rostering/blocks/block/blockPartSequence/blockPartRef
circulation	//timetable/rosterings/rostering/circulations/circulation

Subject: Re: Timetable data elements for railVIVID
 Posted by [Joachim.Rubröder](#) on Fri, 12 May 2017 10:55:53 GMT
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I think the list covers the main data for the TT subscheme well.

For completeness I would add:

timetablePeriod //timetable/timetablePeriods/timetablePeriod
 formationTT //timetable/trainParts/trainPart/formationTT

Subject: Re: Timetable data elements for railVIVID
 Posted by on Thu, 18 May 2017 09:12:18 GMT
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Hi Philip

What's about the element //timetable/trainParts/trainPart/formationTT/equipmentUsage?

Regards,
 Mico

Subject: Re: Timetable data elements for railVIVID
 Posted by on Thu, 18 May 2017 10:59:35 GMT
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Dear all,

I am sceptical that this approach leads to a practical solution.

From my understanding:

- The aim is to avoid a railML file with only "any-fields" (after a minimum of <railML>).
- The statistic approach to reach this, which is discussed here, shall lead to a kind of "cover ratio" of railML in a railML file.

I see the following problems:

- Nobody will know which minimum "cover ratio" will be acceptable.
- It depends on the use case which elements are obligatory and which are optional. So, this approach conflicts with the concept of use cases.

I personally don't think that this should be solved in an automatic and statistic way but if you want to follow this approach, I would recommend to count only this elements which are "common to all use cases". Of course nobody knows all use cases of the future, but analogously it means: Relatively view, basic elements only. So most acceptable railML files will have a high "cover ratio".

The current list, from my opinion, is too much unbalanced by containing too many special and possibly still not all basic elements.

Best regards,
Dirk.

Subject: Re: Timetable data elements for railVIVID
Posted by [Philip Wobst](#) on Thu, 18 May 2017 14:07:43 GMT
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Dear Dirk,

thank you for the feedback you have provided. However, at this point the aim is not to define a 'cover ratio' but rather to focus on the key elements for a TT data file.

As an example I would like to use Joachims example to include the formationTT of the trainPart. As an optional element it is probably important to show whether or not the data includes this data or not - i.e. is the number of trainParts equal to the number of formationTT elements?

Possibly someone will point out that the reservationInfo/booking element of formationTT is a key indicator for a ticketing system and that it should be included as well.

You have also pointed out that it might be helpful to show the number of extension elements in the file - is that correct?

Could you be more specific about 'too many special and possibly still not all basic elements'?

Best regards,

Philip

Subject: Re: Timetable data elements for railVIVID
Posted by [Philip Wobst](#) on Mon, 29 May 2017 07:18:31 GMT
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Dear all,

the aim of railVIVID change is to show the user an overview of the number of main elements in the railML file. It is not designed to be a 'cover' ratio for the complete file. For that reason it might make sense to limit this to the first level of the <timetable> element:

timetablePeriods operatingPeriods categories annotations trainParts trains trainGroups rosterings

As a result the display in railVIVID would be "timetable: XX of 8 elements used".

BR, Philip

Subject: Re: Timetable data elements for railVIVID
Posted by [Vasco Paul Kolmorgen](#) on Mon, 19 Jun 2017 10:04:54 GMT
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Dear all,

I copied the listings and enumeration to the corresponding railVIVID ticket #230 (see <https://trac.railvivid.railml.org/ticket/230> for cross check). Thank you for the contribution up to now, further additions, corrections and discussions are welcome too!

Best regards,

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