Subject: DepartureDay / ArrivalDay at first <ocpTT> of a train run
Posted by on Mon, 07 May 2018 13:29:07 GMT

Dear all,

In the last railML TT telephone conferences possible use cases were
discussed in which the departureDay / arrivalDay attribute at the first
<ocpTT> of a train run can be unequal to 0. These examples are
summarized in the following document:
 https://forum.railml.org/userfiles/2018-02-26_irfp_abfahrtst ag-ungleich-0-railml2x.pdf
The contents of this document should be included in the railML-Wiki. In
the case of ambiguities or objections, please comment until 23.05.2018.

Best regards
Christian Rößiger

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Registergericht: Amtsgericht Dresden, HRA 9347

Subject: Re: DepartureDay / ArrivalDay at first <ocpTT> of a train run
Posted by Joachim.Rubröder on Tue, 15 May 2018 09:26:01 GMT

Dear Christian,

you are describing 3 special cases where a departureDay / arrivalDay attribute at the first
<ocpTT> of a train run unequal to 0 could be reasonable.

As long as this usage is limited for such special cases and is not treated as the regular case - no
objections from my side.

Best regards
Joachim Rubröder

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Subject: Re: DepartureDay / ArrivalDay at first <ocpTT> of a train run

Posted by Heribert Neu on Wed, 30 May 2018 09:24:54 GMT

Dear Christian,

In addition to the examples mentioned in your document, I see the following common cases that require a departureDay <> 0 at the first <ocpTT>:

1. the operating day of a train is determined according to operational aspects and not according to the starting point.
2. trains sometimes change their routes: they are extended or shortened, which may also require a changed departure day at the starting point. In this case the operation day of the train is not changed and besides a change of the operation day wouldn't be possible for operational and system reasons.
3. S-Bahn trains with operating breaks (e.g. from 02:00am-05:00am) are planned in such a way that the change of the operating day is planned during the operational break. This is particularly relevant for the annual timetable change.

Best regards
Heribert Neu

SBB AG
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Haslerstrasse 30, CH-3000 Bern 65

Subject: Re: DepartureDay / ArrivalDay at first <ocpTT> of a train run
Posted by   on Wed, 30 May 2018 11:09:24 GMT

Dear Heribert,

thank you for your comments. I understand your points 1 and 2 and I would add them to the wiki page. At point 3 I don't quite understand why this should have an influence on the departureDay at the first <ocpTT>. If trains only end the following day around 02:00 a.m., they may have an arrivalDay of 1 at the last <ocpTT>, but at the first <ocpTT> they would normally still start with "0". Could you perhaps give an (XML) example for this use case, which we can also take over into the wiki page?

Many greetings
Christian Rößiger

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Subject: Re: DepartureDay / ArrivalDay at first <ocpTT> of a train run
Posted by Heribert Neu on Mon, 04 Jun 2018 12:53:34 GMT
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Dear Christian,

Maybe an example would help:
The S-Bahn from Laufenburg to Basel runs daily at 1 hour intervals.
The timetable for each day of operation is as follows:

Path ID	Designation	Category	Departure	Arrival	Train ID
T17222-001	LfgBsD	D-Product PV (S, region)	06:34.1	07:10.0	SBBP-17222-1
T17226-001	LfgBsD	D-Product PV (S, region)	07:34.1	08:10.0	SBBP-17226-1
...					
T17290-001	LfgBsD	D-Product PV (S, region)	23:34.1	00:10.0+	SBBP-17290-1
T17294-001	LfgBsD	D-Product PV (S, Region)	00:34.1+	01:10.0+	SBBP-17294-1

Of course, we also understand that the day of operation should always start at midnight and end at midnight.
This is precisely why the + indicator is required at the times when the arrival or departure times are on the following day (day after the day of operation).
In this example it is particularly important that a timetable change on the operating day first applies to the train starting at 06:34.1.

Best Regards
Heribert Neu

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