Subject: [railML3.2] Cant Deficiency Class for RS and/or TT
Posted by Joerg von Lingen on Sun, 30 Jan 2022 12:46:33 GMT
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Dear all,

for use case ITMS there is the request to have "Cant Deficiency Class" in rollingstock data. There is reference given to UNISIG Specification SUBSET-026-06.

When looking into chapter 6.5.1.5.34 NC_DIFF it becomes clear the resulting Static Speed Profile (SSP) is what's needed. The definition of values for NC_DIFF is the typical mixture of physical values and other conditions. Most of the values for NC_DIFF are related to a specific value of cant deficiency in mm. However, there are three values in-between referring to the brake position.

Question: Shall we model in railML the brake position and cant deficiency separately or as a resulting integer like in UNISIG?

P.S: Be reminded that RS can only take (maximal) values of a train. But TT may define deviating values/settings according to the needs of the specific run.

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Best regards,
Joerg v. Lingen - Rollingstock Coordinator

Subject: Re: [railML3.2] Cant Deficiency Class for RS and/or TT
Posted by on Tue, 01 Feb 2022 09:22:37 GMT
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Dear Jörg,

we will surely need possible brake positions separated from cant deficiency classes (as already existing in railML). This leads to possible contradictions between "original" brake positions and such encoded into integers of cant deficiency classes.

I understand that this does not necessarily need to be a direct redundancy. So, I do not dare to have a final conclusion here. However, in such cases it was at least in the past tradition in railML to tend to the basic physical values and leave the higher "aggregated" values to the context of the reading software. (For instance, this also applies to track classes A..E which can only be given within a certain national context. So, railML encodes the basic physical values of axle load and load spread.)

If there would be a resulting integer in railML like in UNISIG, there should also be the "original" cant deficiency separated.

Best regards,
Dirk.