
Subject: Re: roles

Posted by [Susanne Wunsch railML](#) on Tue, 12 Feb 2013 11:04:50 GMT

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Hi Andreas,

Thanks for the quick reply.

It is the last issue, that is planned to be implemented for the "railML 2.2 Release Candidate 1".

Andreas Tanner <ata@ivu.de> writes:

>> One question, that came to my mind regarding this list is:

>>

>> Do we really need an "infrastructureManager", a "vehicleManufacturer"
>> and a "vehicleOperator" binding in a "trainPart" as just implemented
>> [1] and partly proposed by myself [2]?

>>

>> I mean - no.

>>

>> * The "infrastructureManager" binding should be defined in the
>> Infrastructure sub-schema for each "track" and/or "line".

>>

>> It anyway may differ for one "trainPart".

>>

>> * The "vehicleManufacturer" and "vehicleOperator" binding should be
>> defined in the Rollingstock sub-schema for each "vehicle".

>>

>> It anyway may differ for one "trainPart".

>>

>

> +1 for infrastructureManager and vehicleManufacturer.

> Regarding the vehicleOperator, I would think that binding to trainPart
> should be possible for the case that at a certain planning stage,
> formations are abstract but the assignment to the operator is already
> known.

I see, we talk about different "vehicle operators". I try to clarify my point of view. Please, correct me, if I mix other contract bindings here.

* The "vehicle operator" in the Rollingstock sub-schema should be the company that is the "owner" of the vehicle.

* The "vehicle operator" in the Timetable sub-schema may be the company that provides the transport service with the vehicle.

Such a use case with different wagons and locos did happen at the beginning of this timetable period in December 2012:

RE4 of the ODEG: [1]

The wagons and loco of this "fixed formation" had different "vehicle owners", but are operated by one "vehicle operator" for this service.

[1] http://odeg.de/unternehmen-karriere/presse/pressemitteilung_n/201223/

Kind regards...

Susanne

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Susanne Wunsch

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