Subject: Re: Mandatory braking in front of a steep gradient
Posted by christian.rahmig on Wed, 05 Apr 2017 11:56:05 GMT
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Dear all,

the following topic about "mandatory braking" is still open. However, it
seems like the interest in having a solution available in railML is
quite small. So: in case you urgently need a solution for modelling
mandatory braking points in railML infrastructure, please comment here.
Otherwise, the issue will be closed.

Best regards
Christian

Am 11.03.2013 um 16:20 schrieb Susanne Wunsch:
> Dear railML users,
>
> At the railML conference in Berlin, the issue of this thread was
> discussed. A summarized Trac ticket text is copied at the end of this
> posting.
>
> I found no proper discussion thread about this issue in this forum but
> the following mentioning.
>
> Christian Rahmig <coord@infrastructure.railml.org> writes:
>> 4. How to define an "obligational stop" where all or only certain
>> trains have to stop prior going on with the same speed aspect as
>> before?
>>
>>   A maximum speed vMax="0" within a <speedChange> can be interpreted
>> as a mandatory stop. If we want to qualify the information of
>> vMax="0", we need to add another attribute to the <speedChange>
>> element, e.g. "specialPurpose". Its enumeration values like
>> mandatoryStop' or 'mandatoryBraking' may cover all cases of
>> obligational stops.
>>
>> [1] https://trac.assembla.com/railML/ticket/41
>
> I summarized the opinions from the conference in Trac ticket #227 [2]:
>
>   During the last railML conference (2013-03-06) in Berlin the
>   discussion came to this aspect of the current speedChange
>   implementation:
>
>   If a goods train driver has not used its train brakes during a
>   specified time (e.g. last hour) it should do an "operational
>   braking" - not until standstill, but to check, if the brakes work

>   properly.
>
>   This operation is indicated at the drivers timetable.
>
>   It seems, that the scenario is a very special German one, that is
>   covered by the German operational rules. Brake tests are done very
>   differently across other countries. It is not a general infrastructure
>   specific issue, but more an operational one.
>
>   Therefore the implementation of "mandatoryBraking" in the element
>   "speedChange" should be removed.
>
>   railML partners should use an "any"-Attribute as a short-term solution.
>
>   For re-inventing this feature it should be modeled in another way.
>   There were no further proposals.
>
> Any comments* appreciated.
>
> Kind regards...
> Susanne
>
> [2] http://trac.assembla.com/railML/ticket/227
> * +1, -1, hints, questions...
>

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