
Subject: Re: [railML3|alpha] Suggestion for an enhanced topology model
Posted by [christian.rahmig](#) on Mon, 20 Nov 2017 16:24:56 GMT

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Dear all,

now that we are approaching towards railML 3.1 release, I want to answer on your questions/requirements and how they have been implemented in the new railML version:

Am 31.10.2016 um 13:21 schrieb Martin Karlsson:

> [...]

>

- > My suggestion is rather to add - in railML, not RTM - a
- > second layer of information, to reflect the topology related
- > properties of the physical objects, in particular
- > - dependence of relation navigability on the run time state
- > of a physical object (i.e. the course of a switch)

By introducing the <switch> child element <switchBranch>, which may reference a <netRelation> element, it is now possible to have a clear linking between topology and functional infrastructure element. This solution keeps the strict separation between both "layers", but ensures that switches are correctly located within the railway topology network.

- > - mutual exclusivity of navigable relations (in the case of
- > diamond crossings)

The mutual exclusivity of navigable relations at diamond crossings is a task to be realized on operational or interlocking level, because from topology point of view it is possible to travel all paths like it is possible to travel both branches at a switch. There is no need to define an exclusivity parameter at the topology layer. In order to ensure that the paths are not used at the same time by different vehicles, the switch/crossing itself has the different child elements <*branch>, which can be used for that purpose: In general, only one <*branch> can be travelled at the same time.

- > - length of tracks

The functional infrastructure element <track> has also a parameter @length (in meters).

Best regards
Christian

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