
Subject: Re: Extension suggestion for alternativeSectionTT
Posted by [Torben Brand](#) on Wed, 01 Jul 2020 13:14:20 GMT
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Dear Dirk and TT development group,

I will explain our UC in more detail for better understanding. We want to describe the n alternate path(s) of a train. With the path we mean the route of the train/ the way along the network (also as explained in this forum posting: <https://www.railml.org/forum/index.php?t=msg&th=710&start=0&>). The alternative path(s) is only "minor" different to the primary path in relation to run time calculation. Usually (secondary) track 2 instead of (main) track 1 on a crossing loop. So that different arrival/departure/run times can be neglected. We would also primarily use the feature in trainParts forming the extension nor:patternTrains (norwegian extension documented on www.jernbanedirektoratet.no/railML), that do not have any times (do not use <times>).

As we are also concerned with "uncontrolled growth" we think that the solution suggested by Milan is the easiest (increase the multiplicity/cardinality to "n" and add @priority to <sectionTT> in railML 2.5. This would bloat the xml way less than having to create a new copy of the trainPart and train with only minor changes to the original.

We could also not use the attribute @scope today as it only allows a "secondary" path and not "n" paths.

We welcome a discussion about the correct use of train@scope as we know it has been used somewhat differently as described in the wiki/in this forum posting. We think that the correct focus here is, as described in the wiki, is the train@scope is a separate slot allocation (DE:Trasse). For the solution with alternative sectionTTs this is within the same slot (order/allocation).

To describe it in a different (and maybe more precise way). alternativeSectionTT has the same order of OCPs (as it only has one trainpart). Different to train@scope which has different ocps, or a shorter length of ocps between the two alternative trains/trainparts.
