
Subject: speed profiles for general directions

Posted by on Thu, 26 Apr 2012 18:46:58 GMT

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Hello Susanne and all others,

- > [different run history]
- >
- > The actual speed aspect depends not only on the rollingstock
- > characteristics as mentioned in the previous postings. It sometimes
- > depends on the route through a "branching station" from a macroscopic
- > point of view.
- >
- > Given the route between the neighbouring stops/stations (ocps) the
- > different speed aspects at the same track for the same rollingstock
- > characteristics may be defined.
- >
- > So far we would need two attributes for referring to <ocp id="">
- > elements at the <speedProfile> element. "from" and "to" don't help in
- > this case because they also apply to the other running direction which
- > would be confusing.
- >
- > How about the attributes "ocpRef1" and "ocpRef2"? Or "neighbour1" and
- > "neighbour2"? Or "neighbourOcpRef1" and "neighbourOcpRef2"?
- >
- > Any other (even better) naming suggestions?

How about a kind of sub-structure:

```
<speedProfile>
...
  <AppliesForRoute>
    ocpRef=
    ocpRef=
  ...
</AppliesForRoute>
</speedProfile>
```

The <AppliesForRoute> is a container for as much ocpRef's as necessary, at least two. (So far, I can't imagine that it depends on more than two ocp's but anyway, we were not sure about this when we had that discussion.)

The order of the several ocpRef's doesn't matter. A train has to pass all of them for the speed profile to apply.

We could shorten the element name simply to <route>.
Dirk.
