

Hello Simon and anyone interested,

- > Furthermore we have the letter or letter/number codes known in Germany as
- > "Betriebsstellenkürzel" that are not only in Germany widely used.
- >
- > To avoid confusion we should clearly document which railML-attribute is
- > intended to be used for which identifier. Otherwise we will see in the
- > railML code attribute letter codes, and 5-, 6-, 7- and 8-digit number
- > codes, depending on who sent the data.
- >
- > My view of the issue is that when I hear "code" I immediately think of the
- > uic code.
- > So I would map
- > uic_primary_code (all 8 digits) -> ocp.code
- > Ortskürzel -> ocp.abbreviation
- > location name -> ocp.name
- >
- > Defining the code as the uic code including the county code would make
- > ticket #112 (attribute for uic country code) redundant.
- > Two interface partners could still agree on sending only 5 or 6 digits for
- > national implementations though I wouldn't recommend this (I spent whole
- > days at one of my old jobs to transform 5-digit interfaces files into
- > 6-digit ones).

re-opening the trac ticket #112 (see [1]) we thought about the problem of different ocp codes again. We propose a new element <designator> with the parameters 'register' and 'entry'. Using this new element, it will be possible to address "local" register codes for the same <ocp>.

Example:

```
<ocp ...>  
  <designator register='IBNR' entry='8509404'/>  
  <designator register='DB640' entry='Bc'/>  
  <designator register='Ril100' entry='XSBU'/>  
  <designator register='DIDOK' entry='BU'/>  
</ocp>
```

There are also different versions of certain registers, e.g. one for each year. An optional attribute for the publishing date may be helpful.

Any comments appreciated...

[1] <https://trac.assembla.com/railML/ticket/112>

Regards

--
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