
Subject: Re: train relation

Posted by [Christian Rahmig](#) on Sat, 22 Sep 2012 07:18:40 GMT

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Dear railML users,

- > In the macroscopic infrastructure model, where stations and their
- > platforms are modelled as OCPs and therefore defined in single points
- > along the track, also the train can be assumed to be modelled as a
- > moving point. Consequently, we do not know the part of the train being
- > related with the speedChange and the enumeration value "midOfTrain" can
- > be seen as a (virtual) default value.
- >
- > So, in order to avoid empty entries, I agree with Dirk to define this
- > value "midOfTrain".

With the implementation of trac ticket [1] the type "tTrainRelation" with the values 'headOfTrain', 'midOfTrain' and 'endOfTrain' has been defined for railML 2.2. It is used for the attribute "trainRelation" in element <speedChange> to refer to the part of the train from where on the speed change is valid.

Normally, a speed restriction that is higher than the train's current speed will be valid when the end of the train has passed the speed change while a speed restriction that is lower than the train's current speed will be valid already when the head of train passes the speedChange. In order to cover all special cases, e.g. as described above, the trainRelation attribute allows for all three possibilities.

[1] <https://trac.assembla.com/railML/ticket/41>

Regards

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