Subject: Re: SpeedChange : Protection system reference
Posted by Christian Rahmig on Sat, 27 Oct 2012 09:57:42 GMT
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Dear Carsten and other railML users,

>> Moreover there should be more than one such a reference to different
>> <trainProtectionElement>s. The Germans use up to three magnets for one
>> speed aspect. [1]
>>
>> [1] https://de.wikipedia.org/wiki/Geschwindigkeitspr%C3%BCfabsch nitt
>
> I think you are looking for the wrong case. "Geschwindigkeitsprüfabschnitte"
> (GPA) can also be caused by sepcial situations inside of a station (e.g.
> missing overlap). It is also possible to have several GPA for one speed
> aspect if you need to check speed several times (e.g. S-Bahn-Tunnel in
> Stuttgart from University station to "Schwabstraße"). This might be cases
> you need more than one link between a speedChange and a train protection
> element. So in case of an GPA which "Magnet" should be linked? Or if you do
> it with balises or some thing else which might exist as a balise group and
> only a single balise? In such a case you need another structure for train
> protection elements. Otherwise the reading program has to guess whether the
> three magnets you linked are single magnets or a GPA. There should be a
> grouping element (= balise group, GPA, ...) which is linked from a speed
> aspect and some train protection elements which are linked to the grouping
> element.

thank you very much for your remark about grouping the elements of a
train protection facility. Indeed, for the case of
"Geschwindigkeitsprüfabschnitte" (GPA) it is very useful to define a
grouping element, which then refers to the single magnets. Currently,
the <trainProtectionElement> resembles quite a macroscopic view and I
would consider a GPA exactly as such a macroscopic train protection
element. If not urgently needed, I would skip the more detailed
modelling of train protection elements (magnets in particular) regarding
railML 2.2.

Any comments appreciated...

Regards

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Christian Rahmig
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