Subject: Fwd: Mapping of code and abbreviation for ocps
Posted by Simon Heller on Thu, 17 Mar 2011 12:19:37 GMT
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.... I accidently posted this infrastructure message in the timetable forum.

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---- Weitergeleitete Usenet-Nachricht ----
Von: "Simon Heller" <sih@ivu.de>
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Hello all,

when adding a code attribute to the <ocp> element, we have to define what real world information shall become the code and what the abbreviation. According to the "Technical Specifications for Interoperability" (TSI) of the UIC (I'm refering to Annex B.9 of TAP TSI: Standard numerical coding of locations) a railway location is idetified by
- a primary code that consists of
    - numerical country code (2 digits)
    - railway location number (5 digits)
    - check digit (1 digit)
- a unique official location name
- optional additional shortened names

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 woulnd't recommend this (I spent whole days at one of may old jobs to transform 5-digit interfaces files into 6-digit ones).

Best wishes from Berlin
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