## Question railML-Modelling of Mileage Changes

Example 01 .Mileage Changes"
Station TBF


Describing the figure above via railML 3.2-beta1, it results in the following railML text (extraction only with focus on the modelling of the mileage change (kilometer jump at the point P02 at siding track only):
<linearPositioningSystems>
<linearPositioningSystem id="lps_01" linearReferencingMethod="absolute" startMeasure="5000.0" endMeasure="20000.0" units="m"> <name name="km_L1" description="mileage of line 1 " language="EN"/>
<isValid/>
anchor id="lps 01 anc01" anchorName="KMJ 01 startMeasureSide" measure="13001.1" measureToNext="0"/> <anchor id="lps 01_anc02" anchorName="KMJ_01_endMeasureSide" measure="13000.0" measureToNext="0"/>
</linearPositioningSystem>
</linearPositioningSystems>

QUESTION: How can software tools know, at which track (main track or siding track) the kilometer jump should be placed?

NOTE: Because the ETCS system is based on exact measurement (e.g. the description of a movement authority [MA] length is possible with accuracy in [cm]), this problem occurs at every "circle structure" of the node-edge-model.

Therefore very often double track lines are affected by mileage changes due to measurement results:

Example 02 .Mileage Changes"
Station MST
Track Layout


Remark: It seems that a reference from the anchor element to the affected netElement (and/or vice versa) could maybe solve the problem. Other option could be to delete the anchor elements from element "linear PositioningSystem" and to create the anchor element(s) as optional subelement(s) of a netElement. Possibly other options could solve the problem, too.
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