

WELCOME TO THE MARRIOT HOTEL.

For those going to be resident be aware that your rooms may not be available until 14:00 on day 1; it all depends on how busy the hotel was last night.

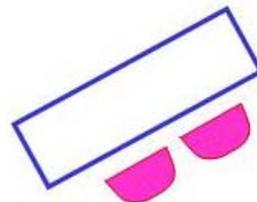
Check out is 12:00 but if you can be clear of your room by the mid-morning break on the last day that would be appreciated.

Check your expenses policy; for Network Rail staff there is a daily £5 'out of pocket' allowance and is designed to recompense you for telephone calls, papers and other incidentals such as toothpaste. You may charge these type of small items to your room account. Under no circumstances can this include alcohol. Be warned that it is best to check the hotel mini-bar price list before eating/drinking a late night snack!

Breakfast, lunch and dinner are all provided as appropriate. If there is nothing suitable on the menu please ask for some simple alternatives. The hotel will do all they can to look after you.

Just a little further along the Tadcaster Road from this hotel is a mini-mark and Post Office and 2 popular public houses; The Fox and Roman (58 Tadcaster Road) is noted for its range of real ales whilst The Cross-Keys (32 Tadcaster Road) is more likely to be selling Fasters at £1.80 a pint. For the more adventurous, bus services 4, (the purple bendy-bus) 12 & 13 run from the bus stop opposite into York. Service 3 (Park and Ride) does not stop in either direction. The 8xx series of Yorkshire coastliner services will stop although their frequency is lower and fares slightly higher.

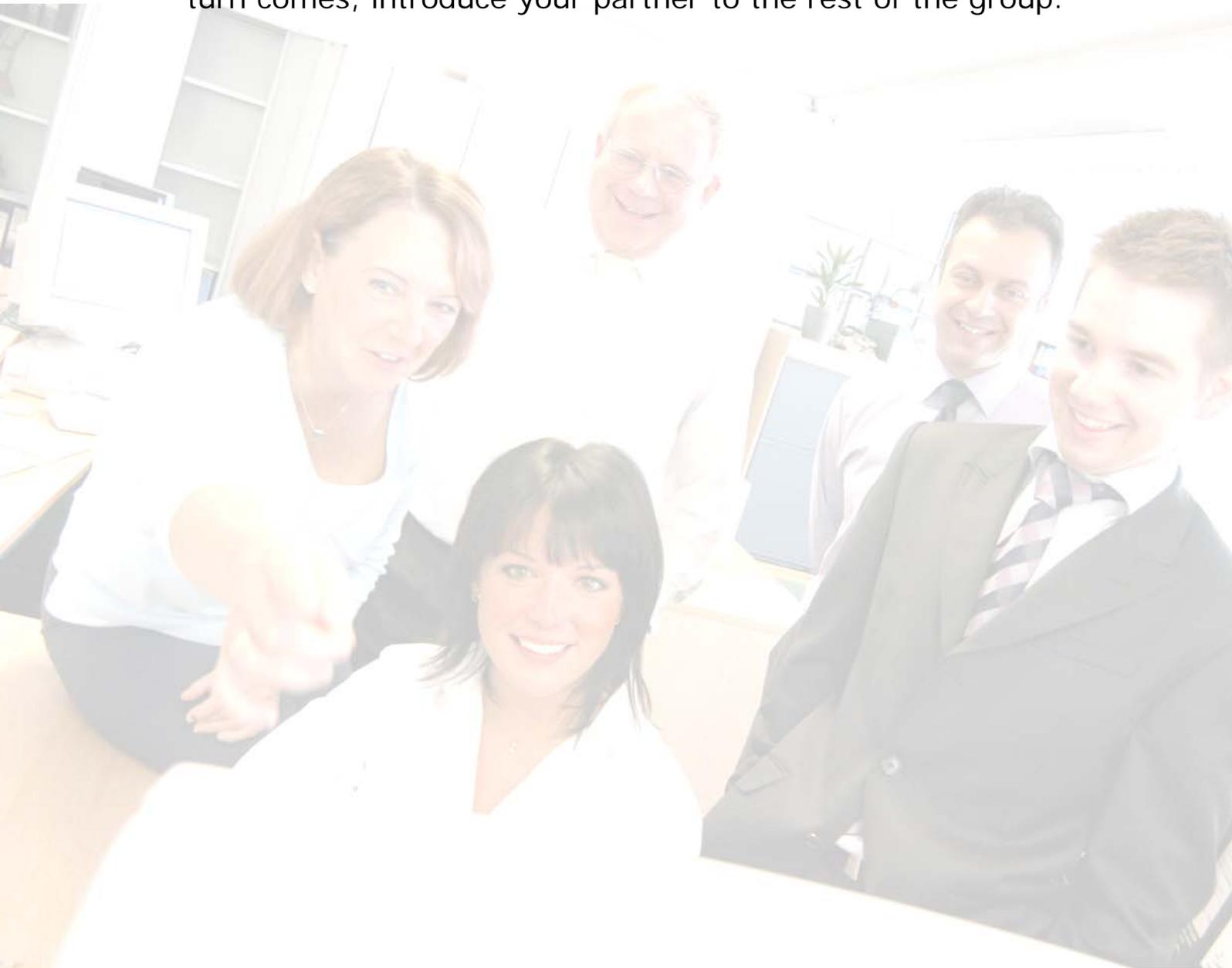
Taxi's will be arranged to get you back to York Station at the conclusion of the course. You will need to agree between you who will pay the fare (usually about £5) and re-claim it back through expenses.



NOTES

EXERCISE

Please spend a few moments in pairs and workout what you want said about yourself; why you're here and what you would like to get out of the next couple of days. What basic rules would you wish the course to follow. Then, when your turn comes, introduce your partner to the rest of the group.



SELF-REFLECTION

Use this page to capture anything you would like to feedback to us at the end of the course. Anything you would like to feedback to your line manager when you return to work or any 'eureka!' moments¹ you may have over the next couple of days.



¹ From the Greek "I have found it"



A REASON TO LEARN?

- Network Rail's core business is selling train paths to train operators. At a price which has been set by the Office of Rail Regulation as part of the 5-yearly "Funding Settlement.
- Train paths need to robust and contribute to the delivery of the Public Performance Measure.
- Train Operator's core business is selling its train services, both passenger and freight to customers.
- Making best use of 'white space' increases revenue at minimal costs.
- > 90% of Network Rail's revenue comes from this core activity.
- Operational Planning and Performance is the key to the successful delivery of our performance objectives.
- Therefore the training of Operational Planning and Performance teams is vital to the success of the Rail Industry.
- By sharing each other's skills, expertise and ideas we enable each other to improve the quality of the timetables we produce
- As increasing investment is made into new computer systems such as RailSYS and TPS, the need to understand what's going on (in the background) increases.

AIMS & OBJECTIVES OF THE COURSE

- To gain knowledge and understanding of the core skills of Train Planning i.e. by using our 'brains' rather than computers. Not only how to do the job but to think how to do the job!.
- To understand the process of developing the Long Term (annual) Timetable from beginning to understand what imperatives a Train Operator is seeking to achieve through to the end when a traveller steps off their train at their destination.
- To understand the targets, relationships and the issues within the world of Operational Planning
- To understand each others (Train Operator and Network Rail) culture, problems, and frustrations.
- To understand the needs of our customers, their constraints and frustrations
- To appreciate how important the product (the Annual Timetable) is to the Rail Industry and beyond
- To share with each other our needs and our ideas

REVIEW OF DAY 1

Spend a moment, (feel free to work in pairs) just reflecting on what we covered in yesterdays sessions. Make a note of the key learning points you remember.

Add any 'eureka!' moments to the Self-Reflection notes on Page 4.



REVIEW OF DAY 2

Spend a moment, (feel free to work in pairs) just reflecting on what we covered in yesterdays sessions. Make a note of the key learning points you remember.

Add any 'eureka!' moments to the Self-Reflection notes on Page 4.



TRAIN PLANNING: AN ART OR A SCIENCE ?

Train Planning is not a black art. It is the calculation of train timings, the subsequent validation of the train path and culminating with the publication of the timetable.

CALCULATION

Basic timings are based on six principal components:

Journey Details

- Origin
- Destination
- Intermediate calling points and dwell times
- Any activities to be carried out en route (e.g. attaching/detaching vehicles)
- Key times which the Train Operator needs to achieve (e.g. for connectional purposes or arrival at customer's premises)

Train Classification

- Type of train
 - Passenger (class 1 – express, class 2 – local or class 9 – International and certain Cross-County services)
 - Empty Coaches (class 3 – time critical or class 5 – majority)
 - Freight (class 4; 6 or 7)
 - Infrastructure (class 8)
 - Other (Light locomotives, ships and busses – class 0)

Operating characteristics

- Traction Type
 - Class of locomotive or multiple unit
- Load
 - Number of vehicles/length (in SLUs if freight)
 - Weight of train being hauled
 - RA classification of vehicles (if freight)
 - Gauging requirements

- Speed
 - Maximum speed of train
- Additional times
 - Speed restrictions

VALIDATION

This is essentially a problem solving exercise based upon checking compliance with laid down rules and geography of the proposed train by checking:

- Rules of the Route
- Rules of the Plan
- Sectional Appendix
- Route Geography
- Graphs/Timetables

PUBLICATION

This ensures that train times are available to customers, and all operational staff whether they are Network Rail or Train Operator personnel. Remember those timetables and the vast number of systems we discussed.

SUMMARY

The greatest skill in Operational Planning is needed at the time of validation.

Problems arise when the proposed train path does not full comply with the laid down rules and is in conflict with another train path. When this happens, although the solution may involve the retiming of one or other of the conflicting train paths, how this is achieved will vary according to the specific situation. In practice the solution to a problem at one location can often lead to similar problems at another location on the trains journey. In such cases the solution finally adopted may actually be the 'least worst' of several and even involve rejecting the proposal because a satisfactory path cannot be found.

REVIEW OF DAY 3

Spend a moment, (feel free to work in pairs) just reflecting on what we covered in yesterdays sessions. Make a note of the key learning points you remember.

Add any 'eureka!' moments to the Self-Reflection notes on Page 4.

