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IECC Timetable Processor Edit Facilities User Guide (formerly RT/E/P/I0025)

This temporary front sheet facilitates change to the new Network Rail Standards referencing nomenclature.

The Ref above will be formally allocated to this standard when it is next changed in the meantime the contents, date and issue number of this Network Rail Standard are UNCHANGED and with immediate effect it should be referred to as “(new ref) formerly (old ref)”.

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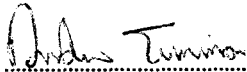
RAILTRACK LINE

PROCEDURE

IECC TIMETABLE PROCESSOR EDIT FACILITIES USER GUIDE

Approval and Authorisation

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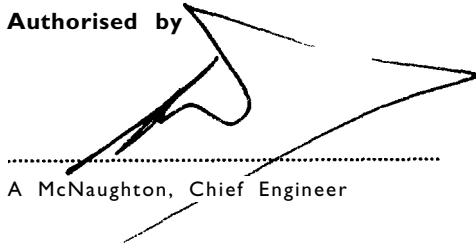
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**IECC TIMETABLE PROCESSOR
EDIT FACILITIES USER GUIDE****Summary**

This procedure provides instructions for the use of the IECC Timetable Processor User Edit Facilities.

Issue/Revision Record

The standard will be updated when necessary by the distribution of a complete document. Amendments will be marked by a vertical black line in the adjacent right hand margin. The latest issue of this standard shall be implemented immediately upon receipt.

Issue	Date	Comments
3	December 2001	Updated for Upgrade 002

Implementation

The procedure applies to all IECC schemes as they are updated for TTP Upgrade 002 and supersedes earlier documents:

Superseded document	Issue	Date
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RT/E/P/10025	1	February 1998
RT/E/P/10025	2	February 1999

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I PURPOSE

This document describes the facilities available to Operations personnel through the use of the Timetable Processor (TTP) software for the maintenance of timetable data for ARS (Automatic Routesetting Subsystem and CCF (Control Centre of the Future). In the rest of this document ARS and CCF are collectively referred to as Down Line Systems (DLSs).

The TTP is designed to supply DLSs with up-to-date timetables for the morning (midnight to noon) and afternoon (noon to midnight) periods based on the current timetable, any medium or long term amendments on the Train Service Data Base (TSDB) and short term amendments added locally.

The TTP receives updates to the timetable from TSDB each evening through an extraction process known as the Common Interface File (CIF). If these updates are received before 2200 hours and the user has not prevented their processing, then the extract will be processed immediately. If the extract is not received in time, or the user has prevented the TTP from processing the extract, then the extract will be processed at 0906 hours the following morning.

During the processing of the updates contained within these CIF extracts, editing will not be possible locally. Warning will be given to any local user when this processing is about to take place.

Twice a day, at 0305 hours for the afternoon timetable and at 1505 hours for the following morning timetable, the TTP prepares all the data on the trains running during the timetable period into a form suitable for DLSs. There may be three separate entries in a train's timetable for the period under preparation and the TTP selects which entry to extract in the following order of priority:

- 1) local short term amendment (highest priority)
- 2) short term amendment from TSDB
- 3) standard entry from TSDB

Having prepared the timetable, which may take up to 2 hours at large sites, it is transmitted to the on-line DLSs and then to the standby DLSs. During this time, editing facilities will still be available on the user terminal.

In addition to the main timetable transfers TTP can send amendment timetables to the DLSs. These replace the data for trains in the main timetable periods. Timetable

amendments can now be made at any time up to 5 minutes before the train concerned enters the ARS area. Further details of this amendment timetable facility can be found in section 15.

The above processes occur automatically and require no action on the part of the user. The following sections explain how the timetable can be edited to include extra data not in the TSDB timetable and short term amendments to the working timetable.

Notes

- 1) in the descriptions of the user actions below, bracketed expressions in capital letters denote a key press. For example:

<RETURN> press the RETURN key
<ESC> press the ESCape key
<SPACE> press the space bar

- 2) the expression <SHIFT>+ followed by a character denotes that the SHIFT key must be depressed when the character key is. For example:

<SHIFT>+d hold down the SHIFT key and press the D key

Either SHIFT key (bottom left or right of the main keypad) may be used.

- 3) the expression <HELP>,n, where n is a number, denotes that the HELP key must be pressed and then option n selected from the following menu. For example:

<HELP>,2 press the HELP key and select option 2

2 LOGGING INTO THE TTP

If not already on, SWITCH ON the terminal.

The prompt

```
A: login : (or B: login :)
```

should be displayed on the screen. The 'A:' or 'B:' shows which of the two TTPs is currently the on-line machine.

If there is no login prompt then press the RETURN key. If still no login prompt appears, then press the BREAK and RETURN keys alternatively until the prompt appears.

When the prompt is displayed, type:

```
t tp1<RETURN>
```

The prompt password: should then be displayed.

Type your password.

Note that, for security purposes, the password is NOT displayed on the screen as it is typed.

The login identity and password can be changed for the operational system at the users request.

The user is now connected into the TTP system and the screen will display the following options (option 1 is not enabled at some sites):

- 1 Prevent CIF updates on receipt from mainframe
- 2 Allow CIF updates on receipt from mainframe
- q Quit

These options are included to allow the user to perform changes to the data without interruption from the system. To select the required option the user must enter the appropriate character and then press the <RETURN> key.

Selecting option 1 prevents the TTP from processing any new CIF extracts it may receive from the mainframe until after the user has logged out. If this option is

selected, the user must ensure that they log out of the system when finished in order to allow future extracts to be processed.

Note that selecting option 1 will not prevent the user from being logged out when the system performs its daily updating and housekeeping of the data at 0906 hours.

Selecting option 2 will allow the user to amend the data but should a CIF extract be received whilst editing, the user will be returned to the main menu and prevented from amending the data until the new extract has been processed.

Selecting option q will log the user out of the system and return them to the login prompt.

If either option 1 or 2 is selected the screen will then display the working lay-out of the TTP.

3 WORKING SCREEN LAYOUT

The screen is divided into three parts:-

3.1 Edit Information Window

The top line of the screen is highlighted and is used by the program to display edit process information at the left hand side and the date and time on the right hand side.

The edit process information messages are in three categories:

- 1) current program status. eg after logging into the system, the message TTP initialising will be displayed.
- 2) request for the user to confirm an action. eg when storing an edited train or cancelling the current action, the user will be asked to press the y (for yes) key to confirm that that is what they want to happen.
- 3) program error message and reference number. eg SERIOUS ERROR 123. If an error message is displayed, it is important to note the associated reference number as this will point to the area in the program generating the error and make analysis and correction easier.

3.2 Screen Information Window

The bottom three lines of the screen are highlighted and reserved for messages from the TTP system.

3.3 Edit Work Area Window

The remaining area of the screen in which the options available to the user and the train headers or location details of individual trains are displayed for editing.

4 MAKING CHOICES

4.1 Selecting an Option

At each level the user may be presented with a list of options or may ask for the choices available by pressing the HELP key. These options will be displayed in a highlighted box in the edit work area window.

There are two methods of selecting the option required:

- 1) by pressing the reference number key associated with the required option. Note that there is no need to press the <RETURN> key.
- 2) by using the <↑> and <↓> arrow keys to move the cursor to the required option and then pressing the <RETURN> key.
- 3) if NO choice is to be made, pressing the <SPACE> bar will put the user back to the previous level.

4.2 Saving Data

When data has to be entered, eg a pathing allowance, it is saved by pressing the <RETURN> key. Similarly, when the location details for a train have been fully specified, the revised data for the train is stored by pressing the <RETURN> key.

After the data has been stored, the user is returned to the previous level.

4.3 Leaving an Option without Saving Data

To leave an option WITHOUT making any changes, press the <ESC> key.

The user will be asked to confirm the action by pressing the y key.

Using the <ESC> key always returns the user to the previous level.

Note that <SHIFT>+<ESC> can also be used to leave an option without making changes. In this case the user will not be prompted to confirm the action.

4.4 Selecting a Date using the Program Calendar

When dates need to be entered, they can be typed in directly. An alternative method has been provided using a calendar within the program as follows:

With the cursor in the required date field, press the <HELP> key.

The current date will be displayed in the lower part of the date definition block in the format Day Month Day number Year , for example:

Tue Mar 21 1989

The displayed date may be altered by pressing the following keys:

d	+1 day	<SHIFT>+d	-1 day
w	+1 week	<SHIFT>+w	-1 week
4	+4 weeks	<SHIFT>+4	-4 weeks
y	+1 year	<SHIFT>+y	-1 year

For example, pressing d will display Wed Mar 22 1989 , then pressing <SHIFT>+w changes the display to Wed Mar 15 1989 , etc.

When the required date is displayed, it is entered into the date field by pressing the <RETURN> key. The calendar display is also removed.

If the user has selected the calendar display but does not want to enter the date, pressing the <ESC> key and, when asked to confirm, the y key, will return the user to the position where the date may be typed.

It should be noted that at present, the program calendar does not work on the Train Selection Menu (see section 5.2) or the Associations Menu (see section 6.4.5).

5 PREPARING TO EDIT THE TIMETABLE

5.1 Main Menu

Having logged into the TTP as described in section 2, the user must wait until the TTP has initialised a copy of the timetable for editing. During this process various messages will be displayed in the edit work area window, but on completion the edit work area window will clear and then display the Main Menu:

Select:

- 1 edit timetable
- 2 spare
- 3 utilities

Option 1 MUST be chosen.

Note that option 2 is for future use. For option 3 see section 8, Logging Out.

5.2 Train Selection Menu

The format of the train selection request is:

Train selection :

Train I. D. :	— — — —
From Date :	— — / — — / — — —
To Date :	— — / — — / — — —
Spec. Date :	— — / — — / — — —
Rundays :	— — — — —
Type :	B
U.I.D. :	— — — — —

It should be noted that only those trains satisfying all of the train selection criteria will be selected and displayed.

5.2.1 TID Selection

Several options are available for entering the required TID. These are:

- 1) If a specific train is to be amended, its TID may be typed in explicitly, for example 1A63. The number of trains in the timetable with that TID is then displayed in the edit information window and the header associated with each train is displayed in the edit work area window (see 0 below).
- 2) The dot character . can be used as a wild card . It can stand for any valid character. Thus a TID of will cause all train headers in the timetable to be displayed. A TID of 2... will select all class 2 trains. A TID of 6H.. will select all trains with a TID beginning with 6H.
- 3) Putting the letter E or O in the last position of the TID will select even numbered trains (E) or odd numbered trains (O). For example, a TID of 1..E will select all even numbered class 1 trains in the timetable.

Note that typing an invalid character for the position in the TID will not be accepted and will not appear on the screen, for example a letter in the first position in the TID will be ignored.

5.2.2 Date Selection

Specifying the from date and to date as part of the train selection criteria are optional. Should they be desired, then they may be entered by overtyping the appropriate fields within the display.

Entering a from date will cause only those trains which begin after the specified from date to be selected.

Similarly, entering a to date will cause only those trains which end before the specified to date to be selected.

Spec. date is short for specific date . If this date is entered then only trains that run on that date will be selected.

5.2.3 Rundays Selection

As with the from date and to dates, specifying the rundays as part of the train selection criteria is optional. Should rundays be desired, then they may be entered by overtyping the appropriate field within the display. As with other previous rundays specification, the rundays must only be those specified in the standard codes.

Entering rundays will cause only those trains which run on the specified days to be selected.

The trains selected will be those that run on the specified days as opposed to those trains which have the specified rundays. e.g by specifying rundays of SO , all trains that operate on a Saturday will be selected.

The rundays need not be entered if the spec. date criterion is used.

5.2.4 STP Selection

The STP selection flag allows the user to select between Permanent and STP trains. The options permitted are:

- B allows selection of both STP and permanent trains and is the option selected by default
- P allows selection of only permanent trains
- S allows selection of only STP trains

5.2.5 UID Selection

Trains may be selected by UID (TSDB Unique Identity). Note that partial UIDs may be entered, for example Y_____ will select all trains with UID starting with Y . Note also that if a full or partial UID is entered then the TID field will be ignored.

5.2.6 No Match

If there are no trains in the timetable that satisfy the selection criteria, then the user will be informed of this and prompted to respond by pressing the n key if they wish to create a new train, see section 7.

If a new train is not required, pressing any other key will return the user to the point at which a train selection criteria may be re-entered.

5.2.7 Examples of Train Selection

Example 1:

Should changes need to be made to all permanent trains, then the following selection criteria could be entered.

Train selection :

Train I. D. :	— — — —
From Date :	— — / — — / — — —
To Date :	— — / — — / — — —
Spec. Date :	— — / — — / — — —
Rundays :	— — — — —
Type :	P
U.I.D. :	— — — — —

Example 2:

Should changes need to be made to class I trains that begin operation on 10/05/1992 then the following selection criteria could be entered.

Train selection :

Train I. D. :	1 — — —
From Date :	1 0/0 5/1 9 9 2
To Date :	— — / — — / — — —
Spec. Date :	— — / — — / — — —
Rundays :	— — — — —
Type :	B
U.I.D. :	— — — — —

Example 3:

Should changes need to be made to all 2N02 trains that run Sundays only, then the following selection criteria could be entered.

Train selection :

```

Train I. D.      :      2 N 0 2
From Date :      _ _ / _ _ / _ _ _
To Date   :      _ _ / _ _ / _ _ _
Spec. Date :      _ _ / _ _ / _ _ _
Rundays   :      S U N _ _ _ _
Type      :      B
U.I.D.    :      _ _ _ _ _ _ _

```

5.3 Train Headers

Train headers have the format:

```

TID          eg IE63
UID          eg C04691
Depart time  eg 1147
Origin TIPLOC eg BLCKPLN
Destination TIPLOC eg YORK
Operational dates eg 16/05/88 to forever
Run days     eg SX
Train type   eg TSDB STP

```

Notes:

- 1) There can be several headers for each TID depending on run dates and days.
- 2) If the UID begins with @ the train has been created locally.

5.4 Header Selection

Depending on the train selection criteria entered as described in section 5.2, a set of headers will be displayed in the edit work area window with the TID of the first header highlighted. The user can select the header relating to the train schedule to be edited by moving up or down the list using the <↑> and <↓> arrow keys.

If the list extends over more than one screen then the <NEXT SCREEN> key can be used to move from one screen display to the next.

Pressing the <PREV SCREEN> key takes the user back to the previous screen display.

Pressing the <INSERT HERE> key takes the user to the top of the list and pressing the <REMOVE> key takes the user to the bottom of the list.

Whilst in the list, the Edit Information Window will display the current page number along with the total number of pages selected.

When the TID of the required header is highlighted, it is selected by pressing the <RETURN> key.

If no selection is required, the user should press the <ESC> key and, when asked to confirm, the *y* key. This will return them to the previous level, Train Selection.

6 EDITING LOCATION DETAILS FOR THE SELECTED TRAIN

Having selected the train schedule to be edited, the selected header followed by the location details for the train will be displayed in the edit work area window.

The following sections describe how the location details may be modified.

6.1 Train Location Detail Format

The location details for each train are displayed in the following format:

edit ctrl char	TIPLOC	P A time D	D time	path	plat	line	sundries
- - -	-----	-----	-----	---	---	---	-----

edit ctrl char is the field in which editing control characters are typed.

time has the format hhmmH where the H denotes half minute. If only one time is associated with the location, it is shown in the first time entry. Thus two time entries will only be given if the train has an arrival (A) and departure (D) time specified for that location.

sundries lists other types of data associated with that location:

- acts denotes associated train activities at that location.
- dates denotes that the entry is dated. If dates does not appear then the entry applies to the full life of the train as defined in the header.
- allow denotes that engineering or pathing allowances are associated with that location.
- notes denotes that there are location specific notes associated with the location. IGS and CCF data.

All entries are left justified, that is they are followed by spaces to fill out the entry.

Location details are displayed in TIME ORDER. Entries for the same location but on different dates may therefore be separated through the list and will not necessarily be adjacent.

6.2 Editing the Displayed Details

Any entry displayed, other than sundries, may be edited directly by using the <↑>, <↓>, <←> or <→> arrow keys or the <TAB> key to move to the required field and then overtyping the data. The <TAB> key moves the cursor to the first character position of the next field.

To ADD a new set of data for a location, move the cursor to the set of data following the time of the new set of data and type **I**, for insert, in the first column of the edit control character field. Alternatively, the cursor may be moved to the set of data before the time of the new set of data and **O**, for open, typed in the first column of the edit control character field. Pressing the <RETURN> key will cause an empty line to appear at the required position in the display.

The data to be entered can then be typed into the appropriate fields.

It should be noted that adding a new origin, destination or start time for the train will not affect the data held in the header.

To DELETE an entry for a location permanently, move the cursor to the entry to be deleted and type **D**, for delete, in the first column of the edit control character field. Pressing the <RETURN> key will cause the entry to be removed from the display.

6.3 Location Detail HELP Facilities

Additional location details may be accessed through the use of the location details HELP facility. To use the help facility, the cursor must be placed on the line containing the location data to which the other details are applicable. The menu of the other details is then obtained by pressing the <HELP> key.

After pressing the <HELP> key, the following selection menu will be displayed:

Select:

- 1 store train (RET)
- 2 edit sundries (F7)
- 3 edit header (F8)
- 4 time offset (F10)
- 5 edit default tiploc (F6)
- 6 find default tiploc (F9)
- 7 validate train (F14)
- c cancel (F11)

To choose an option the user must type the reference character (i.e. 1 - 7 or c) or move the cursor to the required option and press the <RETURN> key. The key shown in brackets after the option is not used when the selection menu is displayed, but is the key that can be used to get the user directly to the option from the edit train display without going through the Help select process, see section 10.

Pressing the <SPACE> bar removes the selection menu if no choice is to be made.

6.4 Editing Sundries at a Location

To check, modify or add sundries at a location (allowances, activities, dates, public times, associations or location specific notes), press <F7> or <HELP>,2 to obtain the list of options available. The cursor MUST be at any position on the detail line for the location for which the details are to be checked or changed. Any sundries for a location will be summarised at the right hand end of the entry.

The menu of selection options displayed is:

Select:

- 1 allowances
- 2 activities
- 3 dates
- 4 public times
- 5 associations
- 6 specific notes

The required option is selected by pressing the appropriate reference key or by moving the cursor to the required option and pressing the <RETURN> key.

Pressing the <SPACE> bar allows the user to return to the previous level without making a choice.

6.4.1 Allowances

A data entry block will be displayed with the format:

Engineering	—	—
Pathing	—	—

The cursor will be in the first character position. Any allowances that currently apply will be shown and these may be changed by overtyping.

Valid allowances are in the ranges 0 to 9H minutes in half minute steps or 10 to 59 minutes in 1 minute steps.

When the required data has been entered, it is stored by pressing the <RETURN> key and the user is returned to the edit location detail level. If no changes are required, the user may return to the edit location detail level by pressing the <ESC> key and, when asked to confirm, pressing the y key.

Note that allowances apply after the location at which they are specified and are included in subsequent timings. Thus if changes are made to either allowance, all following timings must be adjusted accordingly by the user.

6.4.2 Activities

A data block will be displayed with the format:

—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—

etc

The first field is for the activity code and the second field is for the TID of the associated train.

The only codes of interest to ARS are:

TB train begins,

TF train finishes,
-P previous train, this is not essential in most cases
-N next train,
V train divides
J train joins.
DD train double docks , this means that ARS will set a calling on route for the train into an occupied platform

There are additional codes associated with IGS. These are:

R Stops on request
D Stops to set down
T Stops to set down and take up
U Stops to take up

All valid TSDB activity codes may be of interest to CCF.

When the required data has been entered, it is stored by pressing the <RETURN> key and the user is returned to the edit location detail level.

If no changes are required, the user may return to the edit location detail level by pressing the <ESC> key and, when asked to confirm, pressing the y key.

6.4.3 Dates

This option is used to determine or set the dates that apply for this entry in the train location details.

Dates are only required for individual locations in the event of STP cancellations or alternative working arrangements for those locations. In the case of alternative working arrangements, two sets of data would be present for the locations involved, each of which would have full dates but different run days.

An example of such an occurrence is given below.

```
1E01 C04999 0800 NWCSTLE DURHAM 11/10/1991 to forever on D
Power Type: HST
... NWCSTLE D 0800 _ _ _ _ _ 10_ _ _ acts, dates
... NWCSTLE D 0800 _ _ _ _ _ 8_ _ _ acts, dates
... CHSTRLS P 0810 _ _ _ _ _ _ _ _
... DURHAM A 0818H _ _ _ _ _ 1_ _ _ acts
```

At the first location the activity is TB with dates 11/10/1991 to forever on SO. At the second location the activity is TB with dates 11/10/1991 to forever on SX. At the fourth location the activity is TF.

The dates are displayed in the standard format and may be amended by overtyping the appropriate fields and then saved by pressing the <RETURN> key.

To exit from the dates display and to return to the edit location detail level without making any changes the user should press the <ESC> key and, when prompted to confirm, press the y key.

6.4.4 Public Times

On selecting this option, the public arrival and departure times will be displayed in a box, on the right hand side of the location details, with the cursor positioned at the first character position of the arrival time. The format for the display is:

```
Public times:
Arrival :      _ _ _ _
Departure :    _ _ _ _
```

The cursor may be moved to the appropriate field using the <↑>, <↓>, <←> and <→> arrow keys and the <TAB> key. New values may then be typed in and stored by pressing the <RETURN> key. The user is then returned to the edit location details level.

To return to the edit location details level without changing any details, the user must press the <ESC> key and, when prompted to confirm, press the y key.

The data items displayed here are only of interest to CCF and can be ignored at sites which only have an ARS connected.

Note that these data items are not set up automatically for user added trains. They must be added by the user for sites with a connected CCF.

6.4.5 Associations

This feature has been introduced following a redesign to TSDB which now allows the Train Planning Units to input short term plan train associations.

The option is used to examine and amend the associations between one or more trains at a particular location. When selected, a data block will be displayed in the format shown below.

edit ctrl char	UID	TID	from date	to date	rundays	fields 1 2345
...	_____	_____	__/__/____	__/__/____	_____	__

For example

...	L12345	1G99	08/07/1991	08/05/1992	SX	NP STOP
-----	--------	------	------------	------------	----	---------

edit ctrl char is the field in which editing control characters are typed.

UID is the TSDB unique identity of the associated train.

TID is the train identity of the associated train.

from date is the date from which the association applies.

to date is the date up to which the association applies.

rundays is the days on which the association applies.

field 1 contains the activity of the association which may only be one of the following :

NP next train - this is the new code for this activity

JJ train joins

VV train divides

field 2 contains the type of association which may be :

S standard

N the association applies over-Next-midnight. An association is over-Next-midnight if the inward working train arrives at its destination before midnight and its next train departs after midnight.

P the association applies over-Previous-midnight. Associations of the type over-Previous-midnight are not expected.

field 3 is reserved to hold the diagram type that generated the association. At present this is limited to the option T.

field 4 indicates whether the association is for passenger or operating use. The two options are :

O operating use only

P passenger use

field 5 contains the STP indicator for the association. The options available are:

P permanent association

N new STP association

O STP overlay of a permanent association

C STP cancellation of a permanent association

Note that the old method of adding next train to the TTP data, as described in section 6.4.2, has been retained along with the old activity codes of -N , J and V .

If no associations for a train at a particular location have been received from TSDB, they can be added locally through the setting of the sundries for the particular location. If a train is a local STP train any next train activities will override any next train associations, otherwise any local -N activities will be overridden by any NP activities received from TSDB.

To DELETE an association move the cursor to the entry to be deleted and type D , for delete, in the first column of the edit control character field. Pressing the <RETURN> key will cause the entry to be removed from the display.

There are three ways of correcting the situation in which a train has two next trains but only one association has been received from TSDB.

- 1) Report the omission to the TPU and ask for the missing next train to be added.
- 2) Delete the association from TSDB and add the required next trains under activities, as described in section 6.4.2.
- 3) Add the missing next train under associations by overtyping data into all of the appropriate data fields.

If a join activity is required to force ARS to set route into an occupied platform or a divide activity is required, they can be added in the usual way for adding activities, see section 6.4.2. In this case, the activities will be added to any associations received from TSDB.

6.4.6 Location Specific Notes

These are free text notes that apply to a particular location on the train schedule. They may appear as column notes in the working timetable. At present this data is not available from TSDB via the Common Interface File. However, any location specific notes entered locally onto the TTP will be passed forward to CCF. These notes are not required for correct ARS operation.

When the user selects this item, the following window will be displayed