Railway Management & Compliance Tools Update

October 2023

TOP OF THE HOPS

Hello and welcome to an action-packed Top of the HOPS!

I'm sorry it's been several months since the last update from HOPS. We have been very busy with many new tools and developments, some of which are described in this newsletter.

ORR SMS Guidance Workshop

Thank you to everyone who attended the HOPS Workshop on the new ORR SMS guidance, where we were joined by Principal Inspector of Railways Simon Barber. 70 heritage railway managers joined in the call, and a wide range of SMS and RM3 topics were discussed.

It is great that we can hold these workshops and we thank Simon and the ORR for engaging with HOPS and the workshop for the benefit of all railways. We hope to see you all again soon!

Corporate Branding

Many railways have taken advantage of the trial of this new facility which allows the colour scheme of HOPS to be configured to match the railway's corporate brand.

The setting can be found in System > HOPS Config Settings.

Please let us know how you find it.
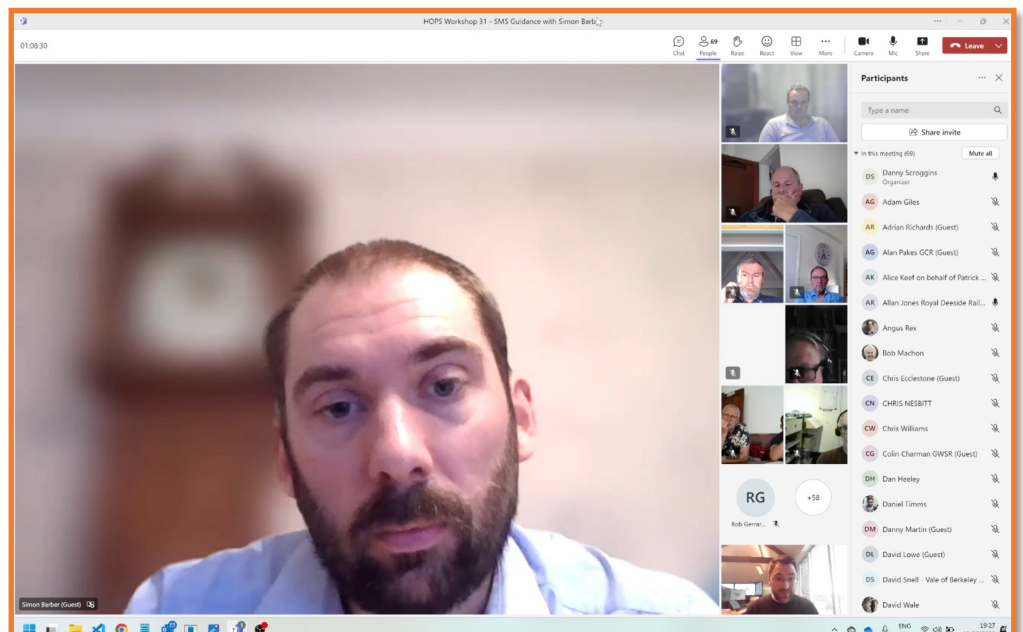
HOPS Comms to New HOPS

We are delighted to released the first part of a newly-overhauled HOMS-Comms messaging system!

HOPS-Comms was one of the oldest parts of HOPS, and was one of those things that we cooked up relatively quickly to fulfil a small niche requirement. Like all things we do in this way, it quickly becomes the expectation that it will do a lot more!
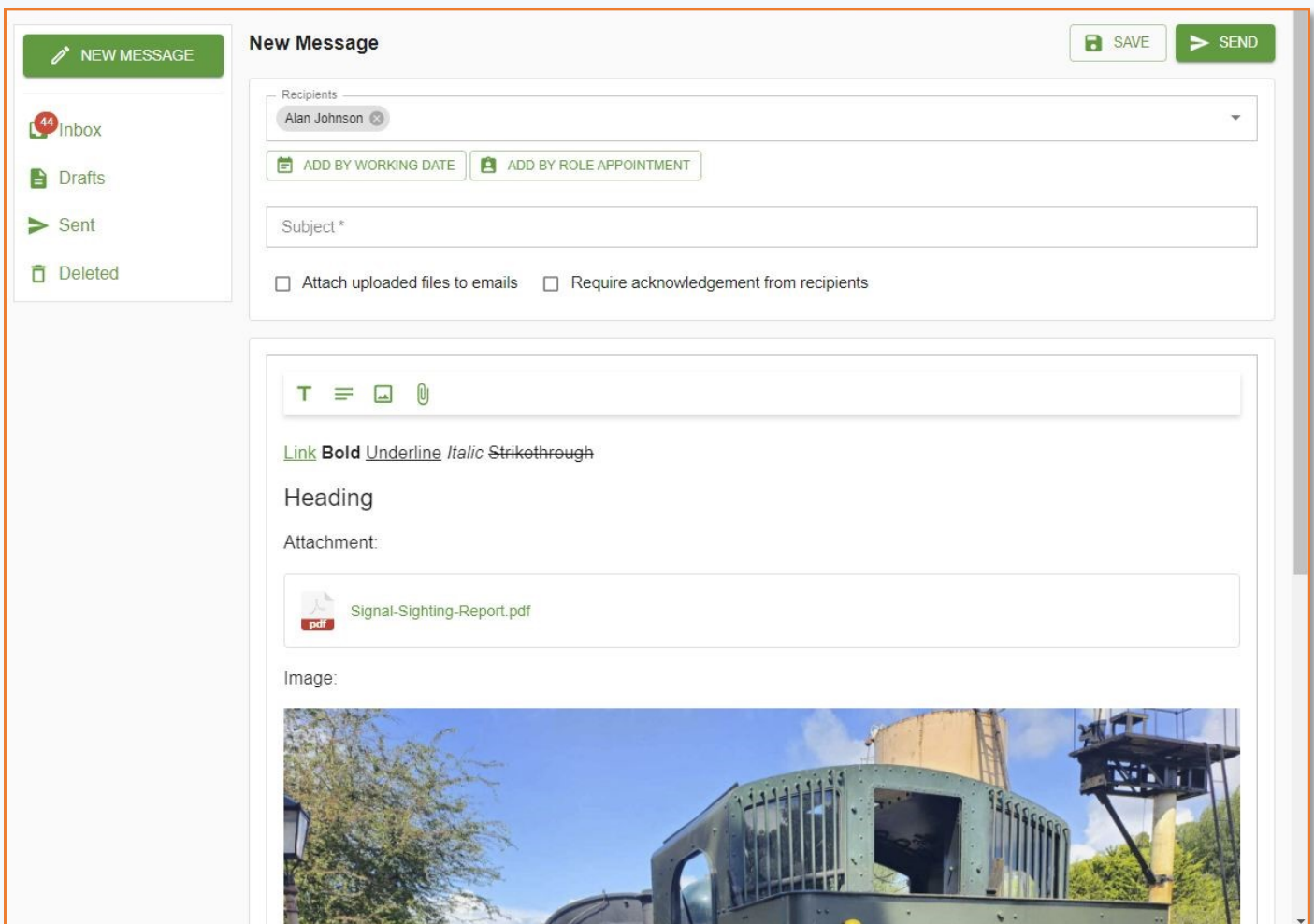
The messaging system fulfills an important role in heritage railways, where the majority of the workforce is made up of volunteers using personal email addresses,

as it allows communication between users, by email, without revealing users' personal email addresses.

There are several new features in overhauled HOPS-Comms:

* Messages can be constructed and saved as draft to return to later.

* Messages are no longer constrained to plain text. Header, bold, italic, underline and strikethrough formatting is now available.

▶ *Continued*

* Links can be inserted (with alternative link text).

* Images can now be included in messages.

* Option to require acknowledgement of the message, and visibility of who has opened and/or acknowledged it.

* Messages are now spooled up and sent in the background, so it is no longer necessary for a sender to wait ages for messages to large numbers of users to spool up emails before the form unloads.

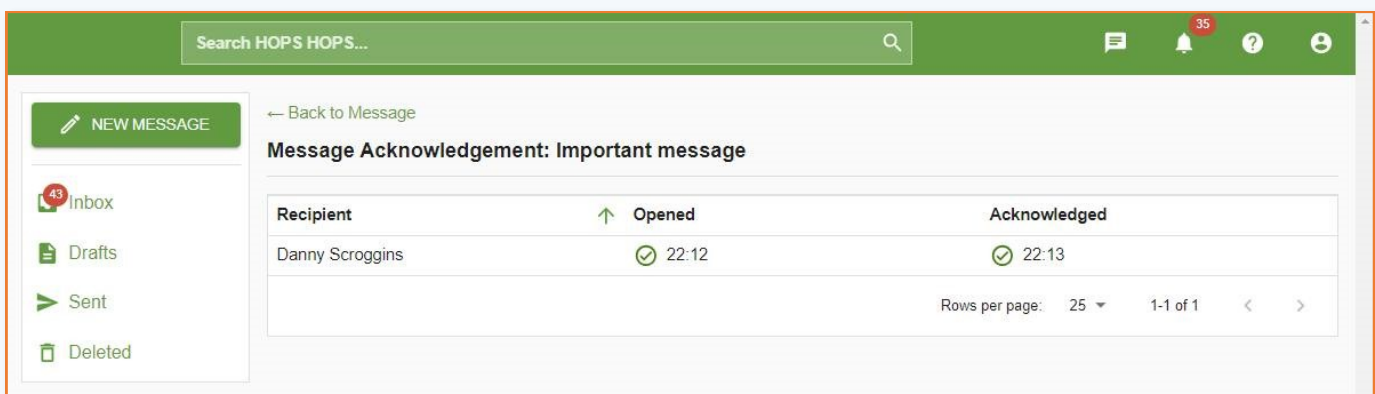* The original message is now included when replying or forwarding via HOPS.

* A tick-box mode is now available for mass-deleting messages and marking all as read/unread.

* The pages respond to narrow browsers (eg phones) much more appropriately.

* A files attachment system has been built, but it was quickly realized that users were using this to send documents which should really have been uploaded to one of the document repositories, calendar, etc, such as event notices. Further thought will now be given to how that facility can be used appropriately before it is re-released.

There are no changes to permissions.

We hope you like it!

	✉	❗	Subject	From	Time ↓
☐	✉		Fwd: TEST	James Walker	16/10/2023 20:02
☐	✉		TEST	James Walker	16/10/2023 20:01
☐	✉		Test 2 - Ignore	Peter Gordon	31/08/2023 21:52
☐	✉		Test 2 - Ignore	Danny Scroggins	29/08/2023 19:49
☐	✉		Test Ignore	Danny Scroggins	29/08/2023 19:44
☐	✉		Test1	Wilbert Awdry	13/03/2023 21:03
☐	✉		Test	Wilbert Awdry	12/10/2022 20:15

Message Acknowledgement: Important message

← Back to Message

Recipient	↑ Opened	Acknowledged
Danny Scroggins	✓ 22:12	✓ 22:13

Rows per page: 25 ▾   1-1 of 1   ‹ ›

Trainee Feedback Tool

HOPS has a new tool for enabling staff to give feedback about the progress of trainees.

The feedback takes a mixed form of some written and some 'scores'.

For footplate roles, some additional fields are available for specific footplate-related recording. It is intended that other types of role will have specific feedback fields in due course, eg Guard, Signalman, Platform, Retail, etc.

Permissions 505 and 506 apply. (Note staff can always view their own feedback, no permission is required for this.)

Managers can view trainees' progress in the competence management system, and the progression of 1-5 scores can be seen by comparing vertical columns of scores through time.

It is hoped that a team will be identified to consult and inform the exact boxes that should be available on the feedback system, and the definitions of the 1-5 scores.

A video describing the system can be found here.

Role Appointment Detail

Download this page as PDF..

Isambard Brunel

Role	Department	Competence Level	Status	Certificate
Appletree East Signal Box	Signalmen	Training	Expired	-

Overview | History | Visits | Roster History | **Training Log** | Update Appointment | Delete

Training Log

Feedback	Turn	Turn Date	Hours	Trainer	Miles	Activities	Technical			Non-Technical			View Detail
							Tech	Prac	Conf	Prio	Comm	Atten	
42	2 081 334	Thu 02 Nov 2023 Blue	0830-1700	Danny Scroggins	0		3	3	4	3	5	5	View Detail
44	2 081 321	Sat 04 Nov 2023 Blue	1700-2100	Danny Scroggins	0		5	5	4	5	5	5	View Detail

Turns without Feedback

Turn	Turn Date	Hours	Trainer
2 353 890	Fri 02 Sep 2022 Green	1600-1800	Anthony Blah
2 353 882	Sat 07 Oct 2023 Silver	Days	(None)
2 353 889	Wed 01 Nov 2023	Days	Fred Bat

Heritage Railway Management & Compliance

Competence Evidence Assurance

HOPS has a new tool for Competence Evidence Assurance - checking that evidence that justifies competence decisions exists and is compliant with your railway's SMS.

This tool is currently in trial by a pilot group of railways. If any other railways would like to be part of the trial please let us know.

Competence Evidence Assurance involves a second person checking that evidence exists and is compliant. This is following a few instances where evidence has been found by railways, uploaded in to HOPS by their assessors, but being way off compliant - eg wrong forms used, not filled in correctly, not signed, not marked, etc, etc.

There is a new 'Competence Evidence Assurance' tab in Competence > Competence Management which shows info for all elements across the whole railway.

There is also an 'Assurance' tab in each individual element showing info just for that element.

Assurance activity on individual element awards can also be accessed from the 'History & Evidence' tab of individual element awards.

When a new award is made it still takes effect straight away, and it is considered 'submitted for assurance'. Ie in no-man's land. Assurance will take place and the evidence will either be found to be in good order, or not satisfactory.

Permissions 496 and 497 apply.

(If it's not satisfactory the system says it will send emails about it but it does not do this yet. It also says that if it remains unsatisfactory for 7 days the competence will be revoked, but it does not do this yet either. These will be completed once it's had a bit of a trial.)

If you would be interested in taking part in the trial, please let us know.

Heritage Railway Safety Circular

Sharing Lessons Learned

This is a reminder that HOPS operates the 'Safety Circular' system, which is for sharing lessons learned, safety discoveries, outcomes from incidents with the heritage railway community.

Safety Circular can be viewed by all users in the Services menu in HOPS, and any railway can submit a Safety Circular (permission 360).

When a new Safety Circular is published, over 2000 users are alerted by email. If you would like to receive Safety Circular emails please ask your HOPS Admin to allocate permission 361 to your account.

Thank you to everyone who has supported Safety Circular over the last few years and has re-affirmed their support in the last few weeks.

Heritage Railway Safety Circular

There have been three safety circulars issued since the last Top of the HOPS:

Near Miss - Fingers in Facing Point Locks

A maintenance worker narrowly avoided having their finger trapped in the mechanism of a facing point lock when it was moved by the signalman during the time work was taking place.

The maintenance worker had reached an agreement with the signalman that the points would not be moved, but had not reached sufficient understanding that the FPL would also not be moved.

The person's glove was trapped in the mechanism, but fortunately not their finger. Had the finger been caught it would have been crushed or amputated by the mechanism.

Commentary

The following pointers are given by HRSS to assist all organisations in maintaining a safe workplace. This should not be construed in any way as implying that the original contributor was lacking in any of these areas.

Conducting maintenance or minor adjustments on points and FPLs (and other S&T/Pway equipment) are likely to be activities that are either covered by 'general' risk assessments or not documented at all.

Heritage Railway Safety Service

- IT IS RECOMMENDED that all railways review arrangements for safety of staff when working on points, FPLs or other moveable or remotely-controlled equipment (including electrical isolation), and ensure specific written processes exist, supported by risk assessment.

- While staff working on point blades can safeguard prevention of movement of the points by inserting a scotch, it isn't as easy to prevent movement of an FPL, so this is likely to be an activity where safety relies solely on verbal understanding.

- IT IS RECOMMENDED that staff working on such equipment (eg PWay, S&T), and those operating it (eg signalling staff), are be briefed on this incident and reminded of the importance of reaching a clear understanding with staff working on infrastructure, particularly where technical controls aren't practicable (eg disconnections).

- Reporting of this near miss and sharing of lessons learned shows an excellent approach to safety maturity from the staff concerned and the Nene Valley Railway, for which they are to be congratulated. The NVR is carrying out an investigation.

Heritage Railway Management & Compliance

Transferrable Lessons - Road-Rail Vehicle Struck Worker

A road-rail vehicle struck and travelled over (without significantly injuring) a track worker on the Irish Rail network, the report from which has transferrable lessons for heritage railways.

A track engineer, walking a short distance along the line to reach a colleague, crossed in front of an RRV dumper which he did not realise was about to move. The dumper operator did not see the person as they were close-up to the machine.

The Irish Rail Accident Investigation Unit reports:

"Engineer 1 continued to walk for a few metres in the five foot ... before feeling something striking his back. Engineer 1 turned around and realised it was the RRV Dumper and instinctively decided to "go to ground" and lay as flat as possible in the five foot, knowing the RRV Dumper was going to travel over him. The RRV Dumper had travelled approximately twelve metres from its stationary position at this time.

"The RRV Dumper slowly travelled over Engineer 1, with Engineer 1 sustaining a cut to his nose and minor abrasions to his arm. The RRVO was unaware that he had struck and travelled over Engineer 1 until he was alerted by another member of staff. The RRVO then brought the RRV Dumper to a stop, clear of Engineer 1.

"All work on site was stopped and medical attention was given by staff on site before an ambulance crew attended the scene and advised Engineer 1 that he did not have to attend the hospital."

Conclusions:

The RAIU's report can be downloaded [here](#).

Commentary

The following pointers are given by HRSS to assist all organisations in maintaining a safe workplace. This should not be construed in any way as implying that the original contributor was lacking in any of these areas.

This Safety Circular builds on Safety Circular 69, issued following injury caused by collision of RRV machines, as a reminder of the dangers of working with and around such machinery. This is especially the case on heritage railways, where machines are likely to be older, with fewer safeguards such as CCTV cameras, and where possessions are sometimes less formally controlled.

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All duty holders are advised to:

* Review working arrangements, rules, and risk assessments relating to working of RRV machines and behaviour of staff on the track working around them, particularly regarding visibility by the operator, including when dumpers, buckets or trolleys are laden with materials.

* Ensure arrangements adequately mitigate risks identified.

* Ensure clear arrangements are in place for who is IN CHARGE of the movement of RRV machines and how permission to make movements is controlled and communicated.

* Brief (or re-brief) staff on this risks highlighted in this Safety Circular, and Safety Circular 69, emphasising the mitigation measures already in place or improved as a result of this Circular.

All heritage railway staff are responsible for the delivery of a safe and compliant railway and have a responsibility to engage with safety improvement activities. All staff can report safety concerns via Spot Report or other local system.

You can view Safety Circulars in HOPS at any time in the Services menu on the left hand side.

You can also subscribe to email notifications when a new safety circular is published by asking your HOPS Admin to allocate you permission 361.

Working at Height Incidents

Recent events have highlighted that there continue to be issues around safe working at height on heritage railways, and these pose potentially fatal risks to those involved, as well as the railways / managers being at risk of regulatory action

It has been reported that there was a serious incident involving working at height on scaffolding on 26 July 2023 and a member of heritage railway staff suffered serious injuries as a result. The railway at which this occurred has not shared details, but we hope that they will share them in time in order that other railways can learn and avoid it happening again. Elsewhere a video has been posted publicly of a saddle tank locomotive being watered via a water crane, with a member of footplate staff riding on the top of the locomotive whilst it is being moved into position.

Heritage railway staff should remember that any work where a person involved could fall, with that fall leading to personal injury, is work at height. This includes working on locomotives, carriages or other rail vehicles, near platform edges and around pits, working on scaffolding or up ladders (including signals), working on bridges and structures, or even staircases, working on elevated work platforms.

Working doesn't just mean carrying out a maintenance activity, it includes any reason for a person being in a position from which they could fall, such as watering a locomotive or walking along an unguarded bridge deck.

Heritage Railway Management & Compliance

Recommendations:

Heritage railways must ensure that any work at height is properly planned and risk assessed, and is implemented safely and in accordance with the plan. Remember the three key hierarchical principles of working at height risk mitigation:

- AVOID the need to work at height

- PREVENT the risk of falling

- MINIMISE the distance or consequences of a fall.

Work equipment and PPE that has been identified through risk assessment as being required must be used correctly, with the persons setting it up, using it, and dismantling it being trained and assessed as competent to do so. A proper maintenance regime for the work equipment is required, including any statutory inspections.

IF YOU SEE UNSAFE, UN-RISK-ASSESSED OR IRREGULAR WORKING AT HEIGHT TAKING PLACE - DON'T WALK BY. You could be the person that saves that worker's life, and saves your railway. If another person challenges you on your working practice, THANK THEM for having the courage and stregth of character to care about your safety, and the success of their railway.

One of the recent issues came to light via a video posted on the internet, which serves as a timely reminder that, now more than ever, everything we do is under constant scrutiny, with anyone potentially recording and publishing anything they see. Sloppy working practices cannot be "got away with" any more, no matter how long they've been going on, and anything that happens is likely to end up in the public domain.

Heritage railway staff should remember that as well as risking the safety of themselves and others around them, any unsafe working practice also risks their railway receiving regulatory action which could include a prohibition notice, preventing them from operating at all.

Managers and directors must remember that their inaction to prevent such unsafe activities may lead to prosecution under section 37 of the Health & Safety at Work, etc, Act, and there is a limit to comapanies' vicarious responsibility for staff actions in the case of negligence, resulting in PERSONAL liability.

HOPS has produced a range of Working at Height learning tools to help, including e-learning and posters, which help increase appreciation of Working at Height risks and good practices, as well as providing evidence and defence for railway companies and directors. www.hrailsafety.org/working-at-height/

Heritage Railway Management & Compliance

Question Papers

It is now possible for assessors to print QPs, but not have permission to edit them, we have introduced new permission 499, to view QPs. 071 is still required to edit them.

We think we have found all (or certainly most) places where someone with permission 499 but not 071 doesn't get offered links to edit things that they will immediately be blocked from, but if you find any we've missed please let us know.

Note 499 (VIEW permission) is required by everyone who previously survived on 071 (EDIT permission), as you can't edit what you can't see.

You can allocate 499 to the people who you would like to be able to view and print QPs but not edit them.

The 'Papers Received' tab of Question Papers now also contains a list of QPs that have been marked but not attributed to a competence decision.

This might give away that an assessor has marked the QP but then either not updated the user's competence, or has updated it but not correctly attributed the QP to it.

Links are provided to view the QP results, and to jump to the user's history in that element (if they have one) to easily see which assessment decision is potentially missing evidence.

New Safeguarding Officer Symbol

A 'Safeguarding Officer' symbol has been added to the range of symbols that can be shown next to a person's name based on elements that they hold.

Where railways have appointed Safeguarding Officers as part of good risk mitigation for involving young/vulnerable people in volunteering, selecting this option on the Safeguarding Officer training element will display the 'SG' icon adjacent to holders' names in other parts of the system.

The Safeguarding officer is someone that anyone can go to for advice or help with a safeguarding matter or if they have concerns about a colleague, a member of their staff, or if a member of staff wishes to raise some concerns themselves.

The new symbol allows Safeguarding

Officers to be highlighted on HOPS rosters and in department lists, etc, in the same way as first aiders are - so that everyone will be able to identify who the safeguarding officers are to seek assistance.

Thank you to the West Somerset Railway for the request.

This work involved some heavy work on the other element symbols, and it has not been easy to test every permutation of symbol so please let us know (via a support ticket) if you find anywhere we have missed or where the symbols aren't

HOPS Ticket System Promo Meeting

By popular demand, HOPS has developed a ticket sales system over the last couple of years. Like all HOPS developments, this has been done on the basis of participating railways sharing best-practice and everyone benefitting from everyone else's input - it is a system specifically designed for heritage railways, with direction and development steered by heritage railways, and all revenue raised staying in the heritage railway sector to further develop the system.

On Wednesday 11 October 2023 we held a workshop meeting for railways to view the progress so far and feedback on the suggestions and requirements for development towards making this a system that, like HOPS, all heritage railways can use and benefit from.

We are delighted that more than 40 railway representatives attended the two sessions, where a presentation of the development of the system so far was given, followed by an open-forum discussion. We will be pleased to continue to hear suggestions, ranging from the nice-to-have to the must-have from all railways.

If you have any enquiries about the ticket sales system, or would like more information, please contact **steve.morris@hops.org.uk**

The ticket system can be seen in public use at some early-adopter railways:

sdr.hops.org.uk/tickets

perrygrove.hops.org.uk/tickets

sps.hops.org.uk/membership

Heritage Railway Management & Compliance

HOPS Ticket System Point Of Sale

For those keen on tinkering with the ticket sales system, it is now possible for ALL railways to access the booking office Point of Sale (POS) system in preview mode, without a requirement for us to set it up.

It is necessary to populate some tickets, events or experiences in the 'back office' in HOPS, to create a PIN number for yourself and generate a registration code from the 'POS Devices' tab in order to register your machine as a POS device and log in to it.

It is possible to un-register by clicking on Settings in the top right corner, entering the original registration code (available in HOPS), and pressing 'RESET', or just by clearing the cache from your machine.

Permission 465 is required to access POS. Some other useful ticket system related permissions are also shown in the image overleaf.

All functionality is visible in preview mode, the only limitation is that it isn't possible to complete the checkout and record the transaction. This is only available in the live system.

We hope to enable the same universal preview mode on the online public sales interface soon. In the meantime, you can see it in action at sdr.hops.org.uk/tickets

If you have any enquiries about the ticket sales system, or would like more information, please contact **steve.morris@hops.org.uk**

Heritage Railway Management & Compliance

HOPS Communication with Clients and Users

There are three places where HOPS commits to communicate with users and clients:

* The majority of visible system changes are published in the System Updates page in HOPS.

* This newsletter, Top of the HOPS, details significant and strategic updates for the HOPS system.

* The HOPS Admins' Facebook group publishes details of interesting updates. This group is also useful for HOPS Admins from different railways to communication with each other and help each other out.

Note that during times of significant service disruption, updates will be posted on the public HOPS Facebook and X (Twitter) pages. Please refer to these pages if you believe a system emergency is in progress.

We have been pleased to say that HOPS had better uptime than both Google and Facebook in 2022. Unfortunately we haven't been so lucky in 2023, but unplanned downtime is still a rare event.

HOPS Staff Email Address Change

Email addresses for HOPS staff are changing from xyz@heritage-ops.org.uk to xyz@hops.org.uk

The primary system for communication regarding support / bugs / developments is still via the helpdesk system, which is unchanged, but just in case you do find a need to email in that's the new address format.

Emails to xyz@heritage-ops.org.uk will divert for a period of time.

Timetables

We have done extensive work on the timetable system over the past few months.

The pages for Signal Box Movements and Station Workings on both base timetables and daily timetables have been altered to show only one location at a time. This is to aid printing.

Carriage Stock Diagrams have been added to the Signal Box Movements and Station Workings sheets. Loco diagrams will be added shortly, followed by loco allocations.

Work has taken place to enable locomotives to be added to diagrams.

It is possible to set a type of traction advertised on diagrams on Base Timetables, and on Daily Timetables as well, and then set a specific traction unit which usually happens a lot closer to the day.

The booked traction type, and allocated traction unit is now shown on train crew diagrams. Opportunity has also been taken to show the allocated carriage stock on train crew diagrams as well.

Base Timetable: C1 (Standard)

Download this page as PDF..

Back to list of Base Timetables | Back to Staff Totals List

C1 (Standard) (2023)

General | Service Days | Base Roster | **Base WTT Trains** | Base Asset Usage

Base WTT Trains

Add New Train | Copy Train From...

Matrix | Train List | PTT | **Station Workings** | **SB Movements** | Simplifier Dn ▶ | Simplifier ◀ Dn

Station Workings

SVR Standard Station Working - C1 (Standard) [2023] - Kidderminster

Train	From/To	Kidderminster Arr	Kidderminster Dep	Plat	Destination	Facilities
2N01	09 00 KR - BH	. . . .	09 00		BRIDGNORTH calling at: Bewdley (09 12), Arley (09 28), Highley (09 38), Hampton Loade (09 52), Bridgnorth (10 10)	WTT
2N03	10 15 KR - BH	. . . .	10 15		BRIDGNORTH calling at: Bewdley (10 27), Arley (10 43), Highley (10 53), Hampton Loade (11 07), Bridgnorth (11 25)	WTT
2N05	11 00 KR - BH	. . . .	11 00		BRIDGNORTH calling at: Bewdley (11 12), Arley (11 28), Highley (11 41), Hampton Loade (11 55), Bridgnorth (12 13)	WTT
2K04	10 45 BH - KR	12 00	. . . .		Terminates.	WTT
2N07	12 30 KR - BH	. . . .	12 30		BRIDGNORTH calling at: Bewdley (12 42), Arley (12 58), Highley (13 11), Hampton Loade (13 25), Bridgnorth (13 43)	WTT
2K06	12 20 BH - KR	13 30	. . . .		Terminates.	WTT
2N09	14 15 KR - BH	. . . .	14 15		BRIDGNORTH calling at: Bewdley (14 27), Arley (14 43), Highley (14 53), Hampton Loade (15 07), Bridgnorth (15 25)	WTT

Locomotives can be assigned to diagrams either when editing the diagram (one-by-one), or using the new 'Loco Diagrams' tab in the Calendar to allocate locomotives/tractions units in tick box mode. This is also accessible from the new 'Loco Diagrams' option in the Operations menu.

The traction required, and the traction allocated, are now shown on the 'Train List' tab of the daily calendar, and also in the 'Rolling Stock' tab.

Work has been done to facilitate recognition of 'Steam', 'Diesel' and 'DMU' operated trains.

This has been done by expansion of the Mode field The original 'Train' mode has been left in situ, for schedules

that aren't specifically steam, diesel or DMU.

Symbols have been created for Steam, Diesel and DMU (if anyone wants to make any better ones please send them in! 33x15px) which show in all the appropriate places - timetable matrices, station workings, crew diagrams, etc.

This work is in the furtherance of enabling locomotives assets to be allocated to trains, plus it will also show the type of train in the ticket system, Raildays, etc.

Train List

[Hide Tick Boxes]

All None	Head code			Sched Type	Tim Poi
☐	1000W	**Set Mode**		WTT	
		Set Mode to: Train (Non-specific)			
☐	1100T	Set Mode to: Train (Advertised Steam)		LTP	
		Set Mode to: Train (Advertised Diesel)			
		Set Mode to: Train (Advertised DMU)			
☐	1110N	Set Mode to: Bus		VAR	
		Set Mode to: Ferry / Boat / Ship			
☐	1200T	**Train Options**		WTT	
		Delete trains			
☑	2330T	Cancel (where not already cancelled)		VAR	
		Reinstate cancelled trains			
☑	2334W	(Temp 2023: Insert schedule on blank train)		VAR	
		Set Carriage Stock			
☐	2355N	Set Carriage Stock Diagram to 'Auto'		VAR	
		Set Carriage Stock Diagram to 'Train 1'			
☐	2355W	Set Carriage Stock Diagram to 'Train 2'		WTT	
		Set Carriage Stock Diagram to 'Train 3'			

(LS) - Limit to r   **Add (non-duplicate) Sets of Vehicles to Trains**
Carriage Set: Set A (up end | R:E4790 | E:M5042 | down end)

With selected: [- ▼] [Go]

Group bookings with no train allocated: 0

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Tick box mode has been updated accordingly, and it is possible to assign modes for individual trains on the calendar date page, or whole day's worth of trains on the daily trains calendar, plus assigning a mode based on 'Train 1', 'Train 2' asset diagram value as well.

Work has taken place to allow Train Crew / Loco diagrams to be created on Base Timetables. (This has been available for a while on daily timetables.)

I believe I have updated the relevant places where the base timetable is copied on to a specific date to copy the diagrams as well, but over to you all to test!

When editing a diagram it is possible to state whether the diagram can be assigned to a turn and/or allocation of a locomotive. A steam/diesel/DMU can be specified if required, or 'any loco'. If, at your railway, the driver and fireman stay with the same locomotive all day long, you can create one diagram and use it for both purposes. If a driver changes loco part-way through the day, or is relieved by another driver, then separate diagrams can be created for each driver and the locomotive.

In readiness for the next stage of work, attributes have been added to Asset Types to specify whether assets of each type count as 'Steam Locos', 'Diesel Locos' or 'DMUs', which interlocks with the type of loco required for each diagram.

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Those admins that are keen to test things, here are the things to test:

* Setting an asset type to Steam, Diesel, DMU, none.

Creating a diagram on a base timetable

Adding work to the diagram

* Copying the base timetable to a date and checking the diagrams copy too.

* Checking the diagrams on daily timetables can still be edited correctly.

Thank you to everyone who tests new HOPS developments!

New attributes are also available in the Asset Management Settings to identify asset types that are 'carriages' and 'carriage sets'.

- A holding asset for each carriage set is required to be the parent of the carriages in the set.

- A carriage must also have a 'letter' attribute to be part of a set, and can optionally have an 'insertion order' (attributes in the normal place).

- Individual carriages can be assigned to trains via the trains details page, daily train list page, and daily trains calendar for a whole month.

 * * *

For railways that run more than one train set:

- Operations > Base Timetables > Carriage Stock Diagrams.

- Carriage Stock Diagrams can be assigned to trains in the base timetable and daily timetables (new attribute in 'edit' page).

- Carriage Stock Diagrams show at the head of each train in the base timetable matrix.

- Carriage sets can then be assigned by Carriage Stock Diagram. Eg, The 10.00 is always Carriage Stock Diagram "Train 1", but on different days Train 1 is assigned to different sets.

- Once assigned a set, the train actually saves each individual vehicle, so individual vehicles can be altered on a specific day without affecting the parent/child relationship between the assets.

Feel free to play, but it's all in beta at present!

Thank you for all your wonderful ideas for further developments of the timetable/planning system, we will implement as many of them as we can!

The 'fun' (aka unpaid!) HOPS projects often take place at weekends when there is slightly less demand from normal tasks.

Draft / Published Status for Base Timetables

A 'Draft'/'Published' status for base timetables has been introduced.

If a timetable is in draft, the details will only be visible to users with permission 023.

If it is published it will be visible to users with permission 022.

This is to enable railways to add base timetables to HOPS for events etc, without them being 'discovered' by everyone before they're finalised. Eg, it is possible to show that 8 June will be 'Gala Timetable', without revealing the unconfirmed details about train times or giving access to downloadable files, etc.

Note, there will be unpredictable results if a published base timetable is assigned to a day in the calendar than then made back into a draft!

This means there are now three different publication statuses applicable calendars:

Calendar published (ie which timetable is operating on each date)

Timetable published (this new option, the details of the base timetable, downloadable files, etc.)

Trains published (ie the departure and calling times of the trains)

Hopefully that provides the level of control required to achieve any order of publication desired.

The Draft/Published status can be changed at any time in the normal timetable editing page.

2023

Working Timetable	Ops Cal.	Published	Description	Downloads	Public Timetable	Order
Silver	SIL	Yes	Silver Time Table			5145
Gold Timetable	G	Yes	Three steam round trips and one DMU in the evening.			5146
Gold	G	Yes	Three steam round trips and one DMU in the evening.	WTT Working Timetable [Live]		5147
Bronze	BZ	Yes	Three steam round trips and one DMU in the evening.			5556
Loco Diagram Test Timetable	LDTT	(Draft only)	Testing of WTT with multiple locos			5847

Heritage Railway Management & Compliance