

Optibus

User Manual

Version 1.0.000

Notice

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Optibus
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Getting Started

Chapter 1: About this User Manual

Manual Structure

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Typographical Conventions

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Viewing and Printing

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Notifications

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Concepts and Terminology

Most of the terminology in this manual is industry standard, however Optibus OnSchedule introduces some application specific concepts. This section provides a description of these concepts and how they tie into standard terminology.

For our purposes, an **Operator** operates a fleet of road vehicles to provide public transportation services. The Operator carries out scheduling based on the following standard catalogs:

- Trip catalog**

- Stations list**

- Vehicle types catalog**

- Deadheads catalog**


We introduce here, the notion of a **Dataset**. A Dataset is a database that takes in the four standard catalogs. An Operator may this way, have several Datasets for different purposes. OnSchedule creates the Datasets from the four catalogs, which the Operator supplies in Excel files in conjunction with Optibus. The content and layout of these catalogs is described in TBD.


Basic terms such as **Deadhead, Depot, Pull in, Pull out, Split, Changeover** are standard.


A **Route** is a very specific: It is specified by a **Sign**, an Alternative (or just **Alt**) and a **Direction**.

Similarly, a **Service trip** is also defined in a very specific way: It includes route information, vehicle type and driver duty type.

From a Dataset, the Operator can create one or more **Schedules**. Scheduling processing three stages: The Operator creates a driver **Duties** list based on his system preferences. He then creates vehicle **Blocks**, showing the work day for each vehicle. Among other things, a vehicle block shows service trips and Deadheads.

The third stage is Optimization. In the OnSchedule system it is carried out by simply pressing the  button. The processing time depends on the size of the schedule but is generally of the order of minutes.

Drivers and Duties: In reality, OnSchedule deals with duties rather than with real drivers - personnel. The assignment of drivers to duties (dispatching) is outside the scope of OnSchedule. Popular  ge requires us to refer for example, to Vehicle Gantt's and Driver Gantt's rather than Duty Gantt's.

Preferences for optimization - Constraints and Penalties: OnSchedule provides an extensive array of user preferences split into vehicle related, driver (duty) related, depots and a miscellaneous section for everything else. The preferences reflect the diverse requirements of the industry, worldwide. New preferences are added from time to time in the wake of new customer requirements. These preferences affect the optimization outcome in a direct  visible way.

The preference parameters can frequently be entered as a strict value or a strict range of values. OnSchedule introduces something new: Some "strict" preferences are in reality, elastic. However there is a financial penalty for violating them. This leads to more realistic optimization.

Chapter 2: Introduction

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Welcome

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Key Features

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Major Benefits


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Prerequisites

On a Laptop, use best power mode - do not use power saving.

Chapter 3: A Quick Tour of Optibus OnSchedule


Objectives of this Tour

To use OnSchedule  ctively, you must understand the work-flow for setting up and optimizing a schedule. This chapter takes you through the procedure without getting in to the profusion of available options and preferences along the way. These details are covered in **Choosing a Work Schedule** in the Technical Reference section.

The Tour has two objectives:

1. To introduce the main OnSchedule concepts and work-flow
2. To do an interface walk-through demonstrating the work-flow

The procedure has six main steps, covered in turn in the following sections:

1. Prepare the Trips Excel files to create a Dataset
2. Using the Chrome browser, log in to the OnSchedule web site
3. Create a new Dataset from the Trips Excel files
4.  Adding a new schedule to the Dataset
5. Run the Optimizer for the first time to generate a Vehicle and Driver Gantt
6. Use basic Preferences to complete the Gantts

The Tour is based on a weekly schedule. The demonstration below, starts with the optimization of a single day - Sunday.

Having completed this Tour, you will have the background necessary to proceed to the more advanced optimization techniques using the full Preferences facilities.

Preparing the Trips and Schedule Excel Files

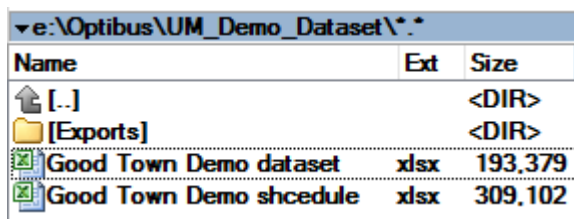
The Trips Excel file contains four sheets:

- Trips - a complete specification of each trip
- Stations - bus stops
- Vehicle Types catalog
- Idle Trips - the Deadheads catalog

The Schedule Excel file is a single sheet.

The Operator in conjunction with Optibus supplies these files in pre-defined formats. The Deadheads catalog may be supplied in a separate Excel outside the Trips file.

Ensure that you know the name of your trip and schedule files and their location. We will use a trip and schedule file located here:



Name	Ext	Size
[..]	<DIR>	
[Exports]	<DIR>	
Good Town Demo dataset	xlsx	193,379
Good Town Demo shcedule	xlsx	309,102

Figure 3-1: Locating the required Excel files

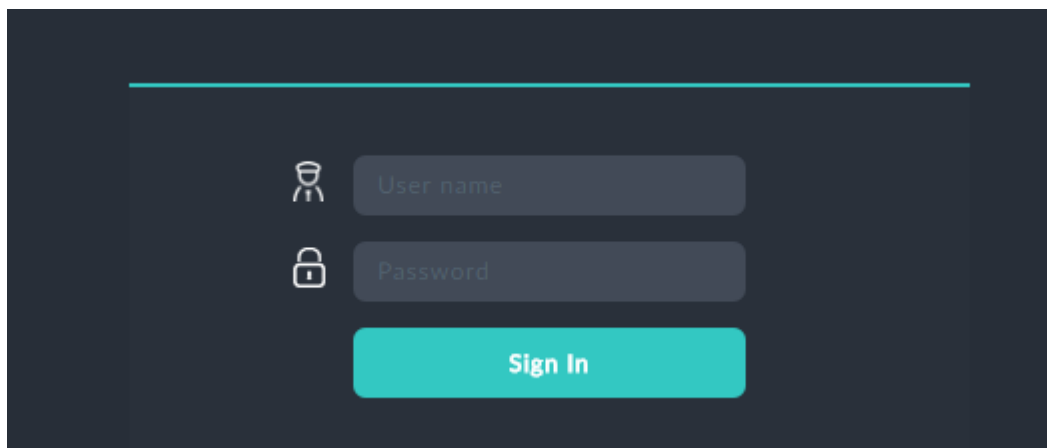



Note: In practice, you may not always have a schedule. OnSchedule can generate a schedule for you during the first optimization based on default preferences. See TBD.

Logging in to OptibusOnSchedule


OptibusOnSchedule is a cloud hosted web service. You should use the Chrome web browser.

The Web address (URL) of the OnSchedule demonstration is supplied by Optibus together with a user name and password. Open up the Chrome browser and navigate to it. You will see the log-in window:





User name



Password

Sign In

Enter your user name and password and click on Sign In. An invalid user name or password will result in an appropriate error message.

Creating a Dataset and Schedule

After you have logged in, you are presented a Dataset window:

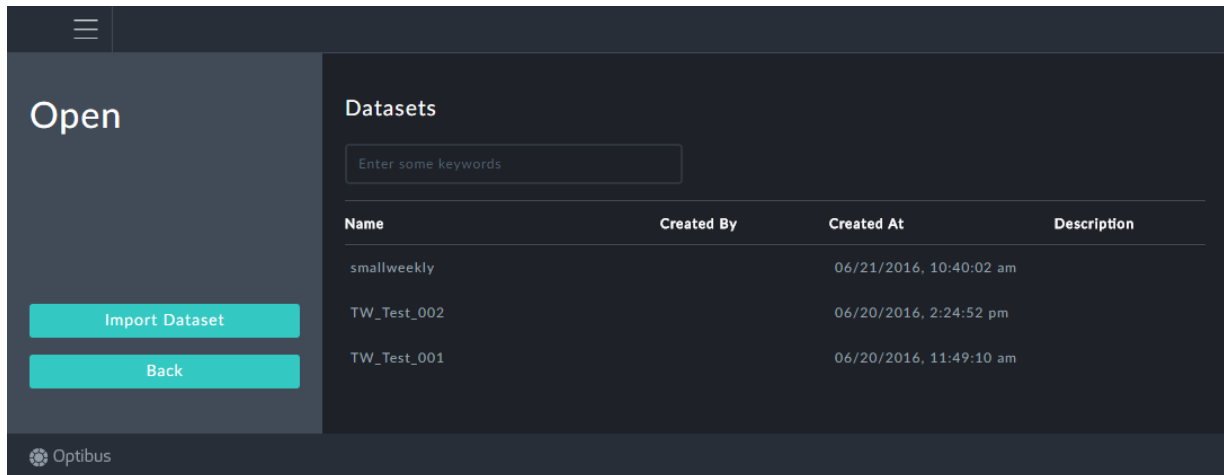

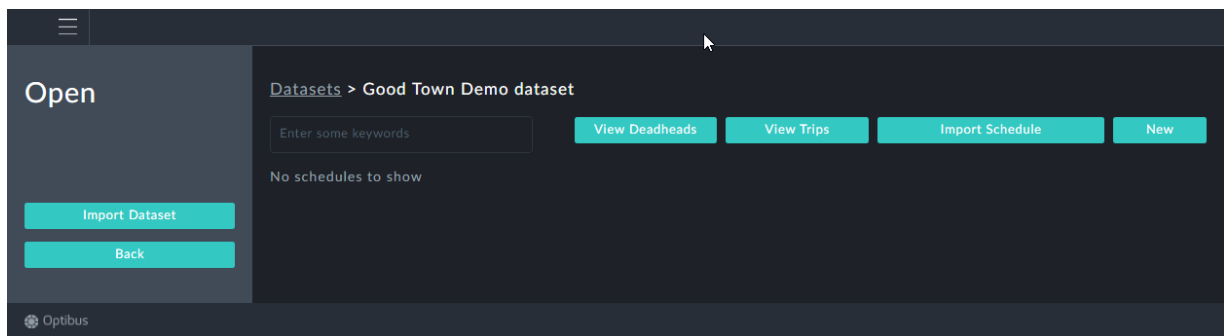


Figure 3-2: Importing a Dataset

Click the left hand **Import Dataset** button  import the Trips Excel file in **Figure 3-2**. The standard File Open dialog is displayed. Navigate to the **Good Town Demo dataset.xlsx** Excel file and select it. The following window is displayed:



Click the Import Schedule button. Once again, The standard File Open dialog is displayed. Navigate to the **Good Town Demo schedule.xlsx** Excel file and select it. After a few moments, the following window appears:

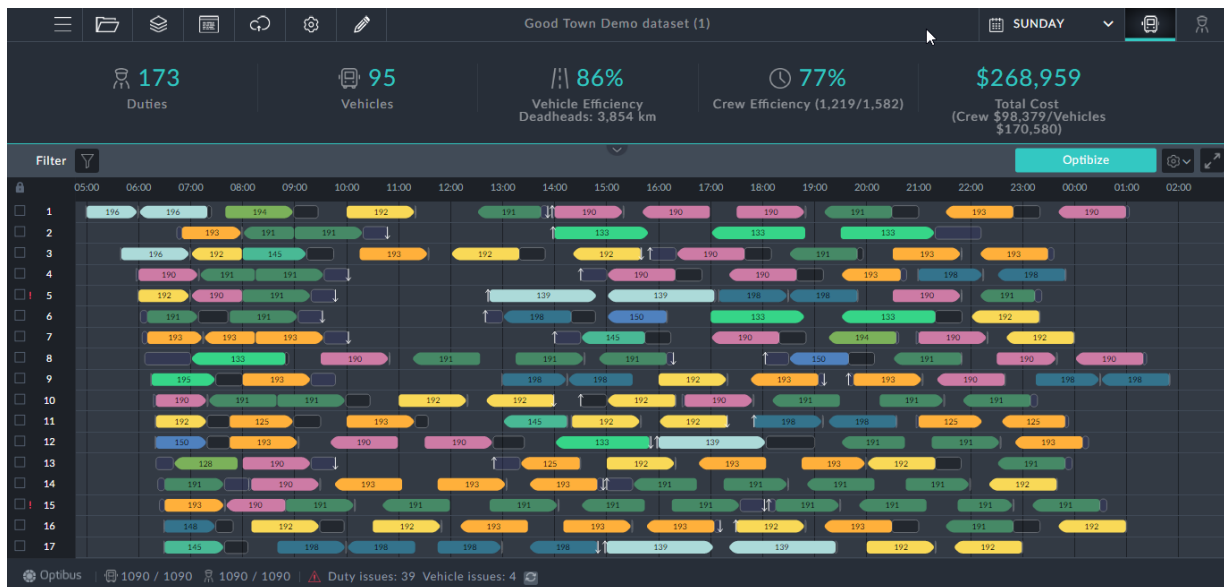


Figure 3-3: The Vehicle Gantt

A Quick Look at the Vehicle Gantt

In **Figure 3-5**, the shaded column rulers represents time and the rows represents vehicles (blocks).

The colors reflect the sign numbers. The coloring makes it very easy to get high level view of schedule quality, based on trip colors and gaps.

You can view detailed trip information by clicking a trip icon:

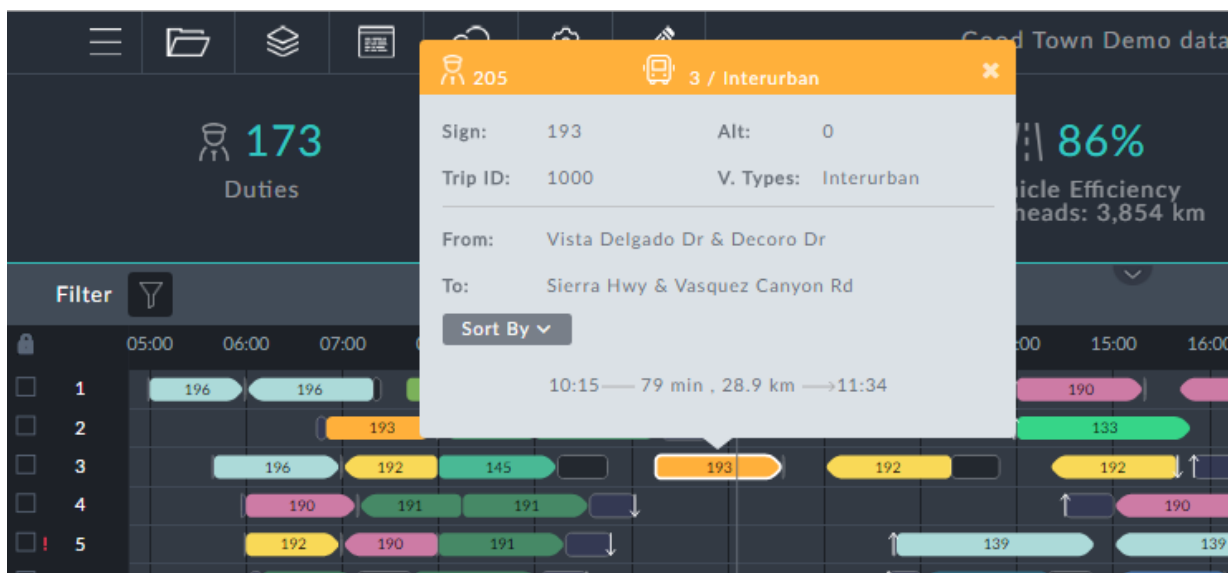


Figure 3-4: An example of trip details

In **Figure 3-4** we clicked the fourth trip (sign 193) for vehicle 3.

The Driver (Duties) Gantt

Click the driver button in the top right hand corner to see the Driver (Duties) Gantt:

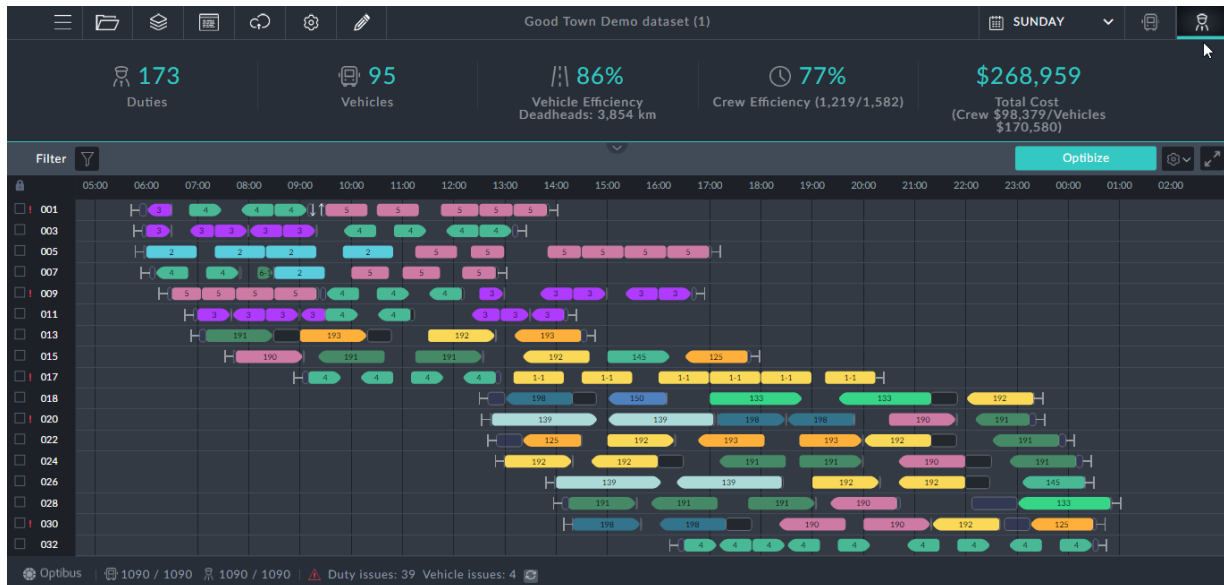


Figure 3-5: The Driver Gantt

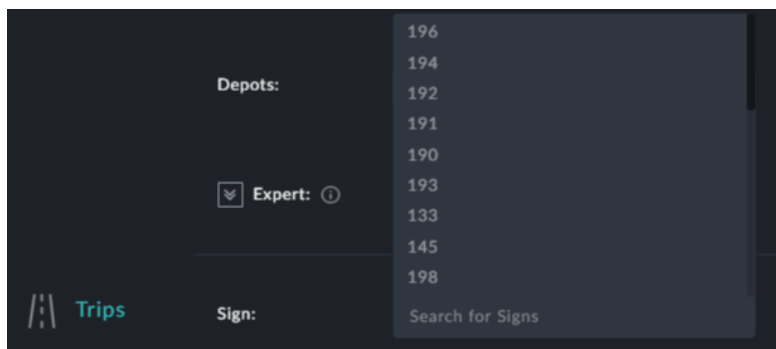
As for the Vehicle Gantt, in **Figure 3-5**, the shaded column rulers represents time and the rows represents drivers (duties).

Again, the colors reflect the sign numbers.

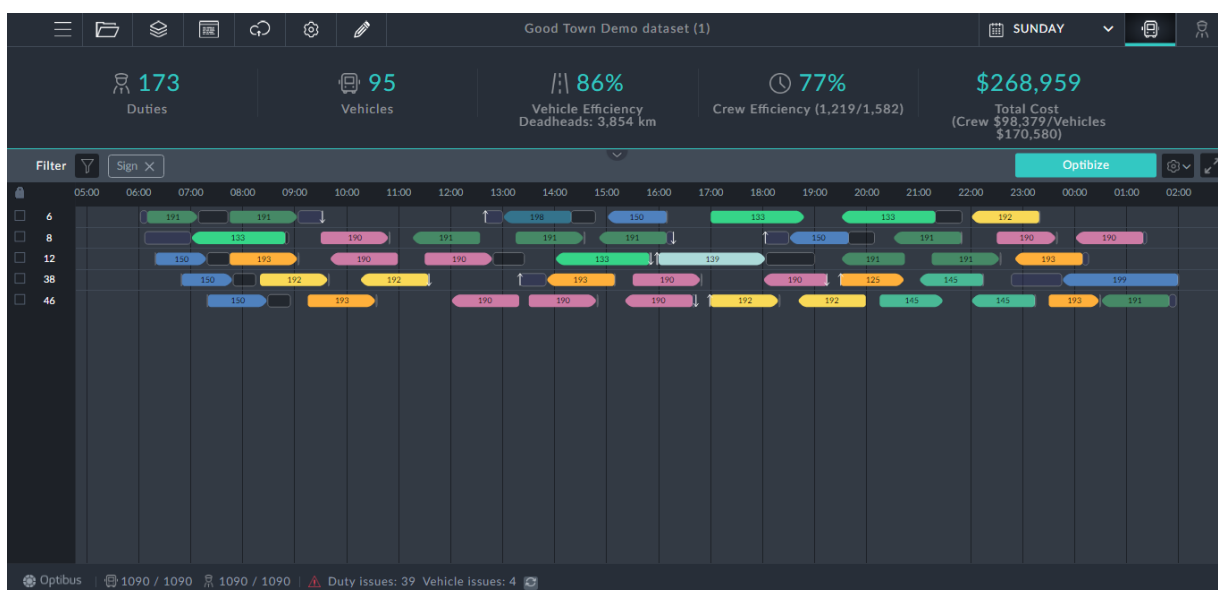
Filtering the Gantt Views

The two Gantts show an immense amount of information. You can use the Filter button to limit the view. Suppose for example, that we want to see blocks for sign 150. On the Vehicle gantt, open the Filter:

Click the **Search Signs** field. You are offered a list of available signs:

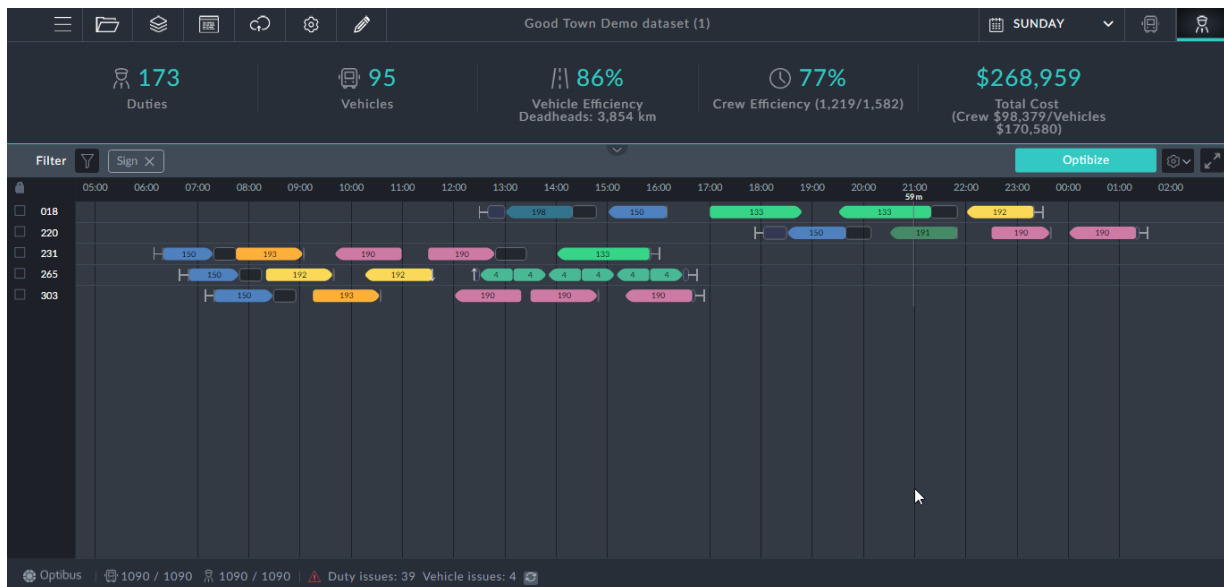


You may choose as many as you like (use the scroll bar to see more). We will choose sign 150 and click **Apply**. Here is the result:



The filter extracted all blocks including sign 150.

The choice of filters for the Driver Gantt is much more extensive, and we won't show the details here. However, if you again filter on sign 150, here is the result:



The filter  cted all drivers (duties) including sign 150 during the working day.

Key Performance Indicators (KPIs)

The top part of the display in **Figure 3-3** shows some of the KPIs. You can see all of them by clicking the  button:

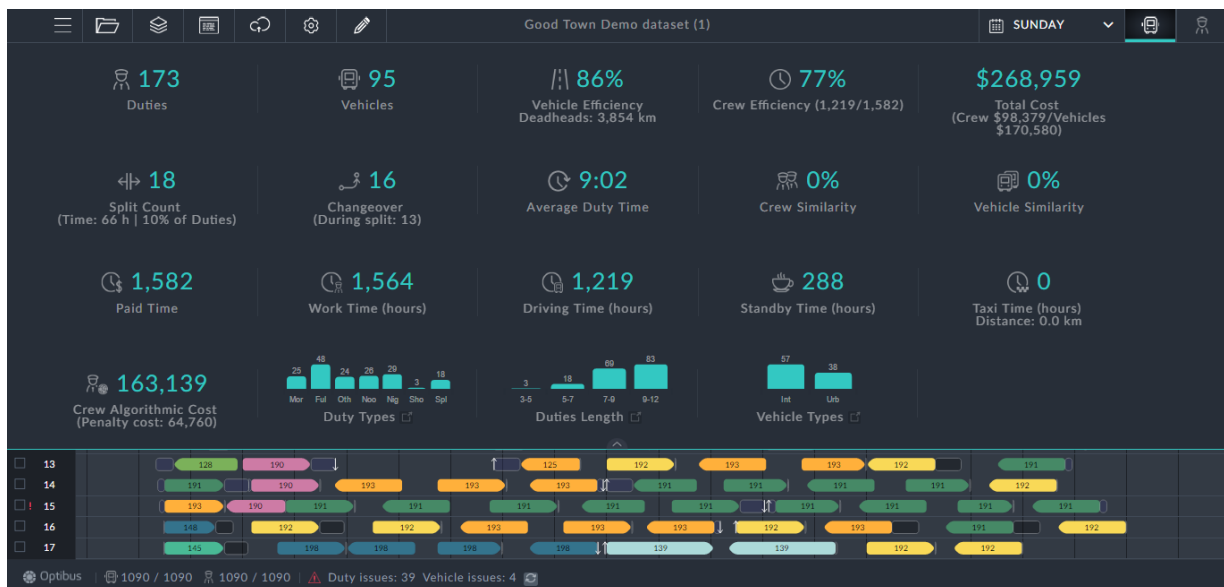



Figure 3-6: Full KPIs before optimization

The KPIs are based on the active schedule. They provide objective measures of performance for the schedule. They will change, if for example, you:

- Optimize the schedule
- Change your preference 
- Make manual changes

We will illustrate each of these cases in the following sections.

First Optimization

The first optimization is very simple: On the main window, click the

Optimize button, and wait! The most obvious changes will be in the KPIs.

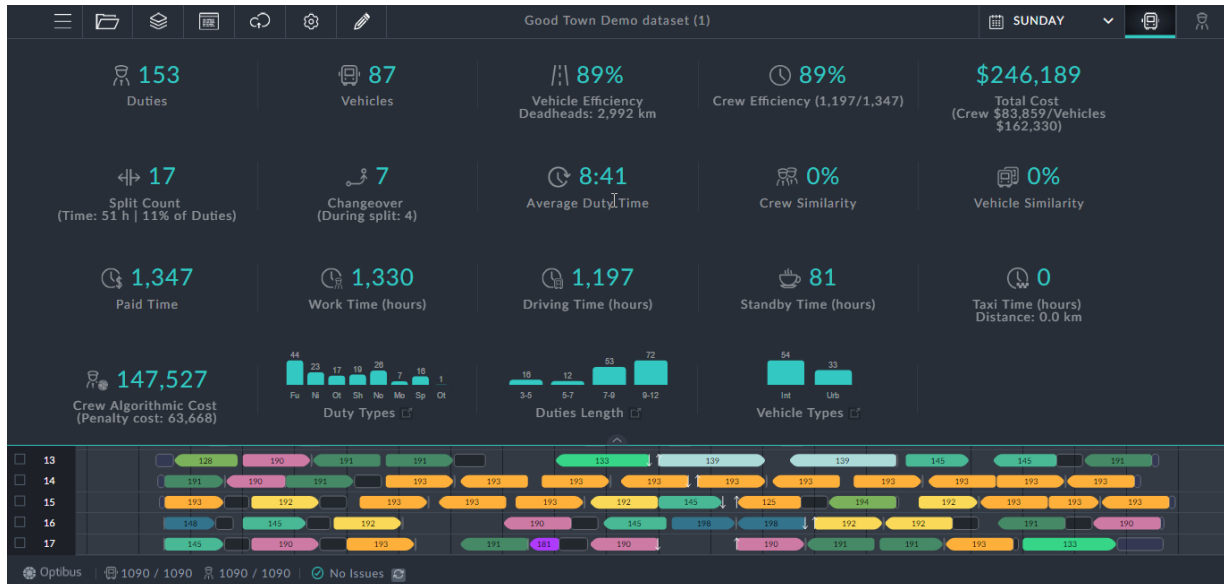


Figure 3-7: Full KPIs after optimization

Here is a convenient summary:

Table 3-1: KPI Partial Comparison - pre and post optimization

KPI	Pre Optimization	Post Optimization	Improvement
Duties	173	153	Down 20
Vehicles	95	87	Down 8
Vehicle Efficiency	86%	89%	Up 3%
Crew Efficiency	77%	89%	Up 12%
Total Cost	\$268,959	\$246,189	\$22,770
Split Count	18	17	Down 1
Changeover	16	7	Down 9
Average Duty Time	9hr 2min	8hr 41min	Down 21min
Paid Time	1582	1347	Down 235
Work Time	1564	1330	Down 234

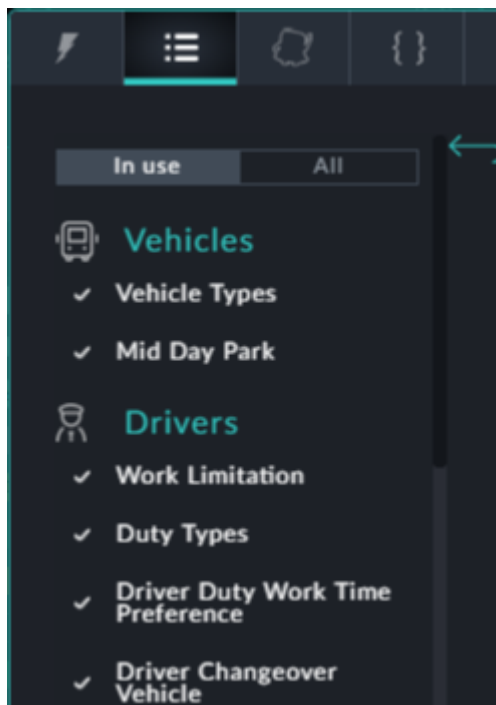
KPI	Pre Optimization	Post Optimization	Improvement
Driving Time	1219	1197	Down 22
Standby Time	288	81	Down 207
Crew Arithmetic Cost	163139	147527	Down 15612
Penalty Cost	64760	63668	Down 1072

Using Preferences to Complete the Gantt

Driver Work Limitations

We will evaluate the cost and other implications of changing driver break conditions.

In the main window, click  to open Preferences.



Under **Drivers**, open **Work Limitation**. Turn on the Breaks preference and add as an example, 1 hour of break time for every 5 work hours, as shown:

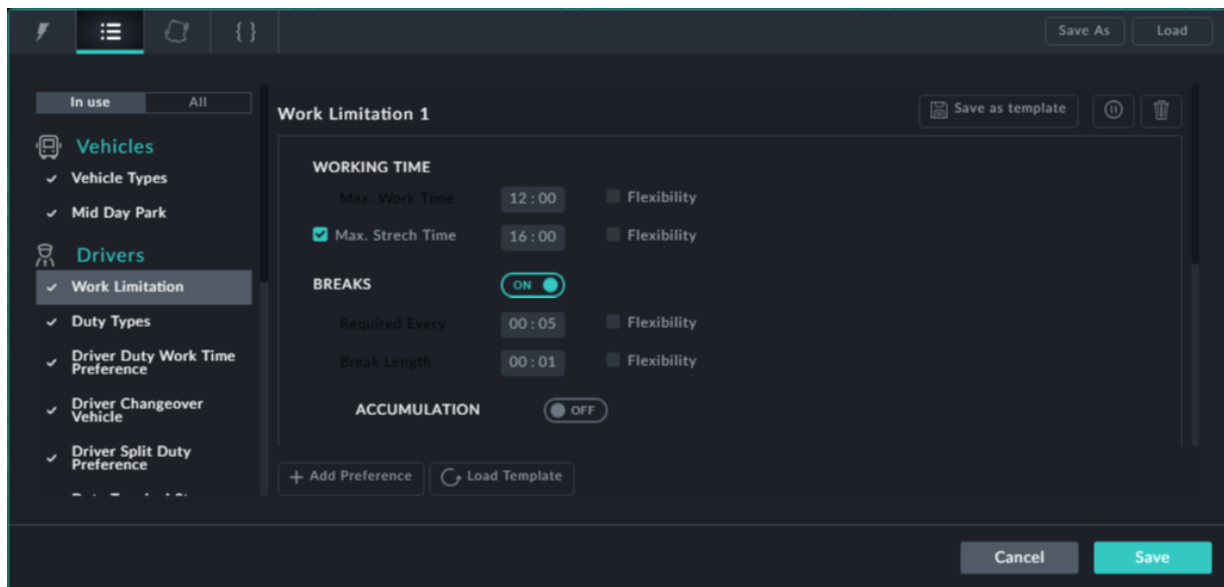


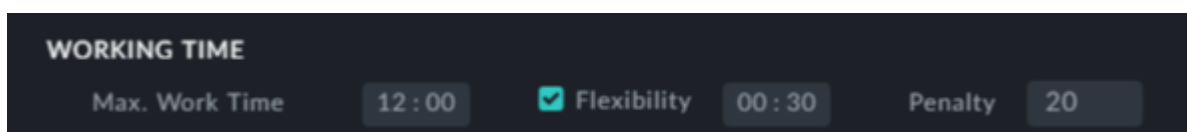
Figure 3-4 Preferences: Work Limitation

Click **Save**, and then **Optimize**. The main differences are, the number of Duties has risen from 153 to 159 and the Total Cost has gone up from \$22,770 to \$255,023.

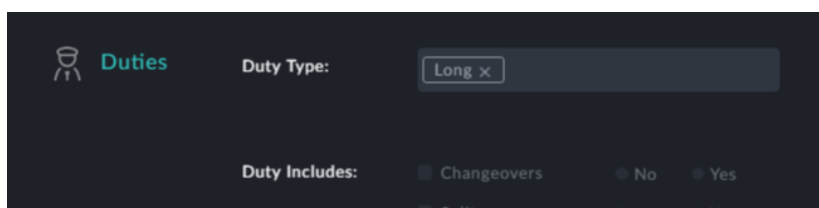
Next, look at the Drivers Gantt: The schedule was created with the following constraints:

- Each duty has a 30-minute break after 4 hours
- No duty is over 12 hours

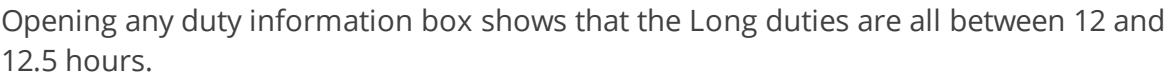
We can add flexibility to this strict arrangement by allowing violation subject to penalties. Again, open **Preferences** and **Work Limitation (Figure 3-8)**. In the Max. Work Time row, check box next to Flexibility. Change the Flexibility time to 30 min and the penalty to 20 as shown:



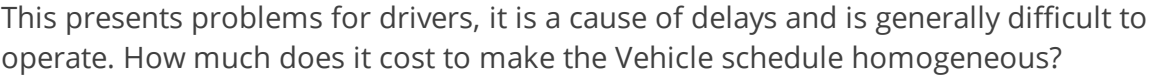
Again, **Save** and then **Optimize**. To see the effect of our change, go to the Driver Gantt, open the Filter and choose Duties. Set **Duty Type** to Long as shown:



Now inspect the Driver Gantt again:



Looking at the optimized Vehicle Gantt, you can see that vehicle 1 for example, has a variety of routes:



Starting with the original first-optimized schedules, we open Preferences, choose the **All** view and then **Homogenic Vehicle Schedule**.

Depots

Adding Pre Trip and Post trip Elements

Manual Editing

Generating a Weekly Schedule

Chapter 4: Preferences Window

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Vehicles

Delete this text and replace it with your own content.

Drivers

Delete this text and replace it with your own content.

Depots

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Miscellaneous Settings

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Technical Reference

Chapter 5: Choosing a Work Schedule

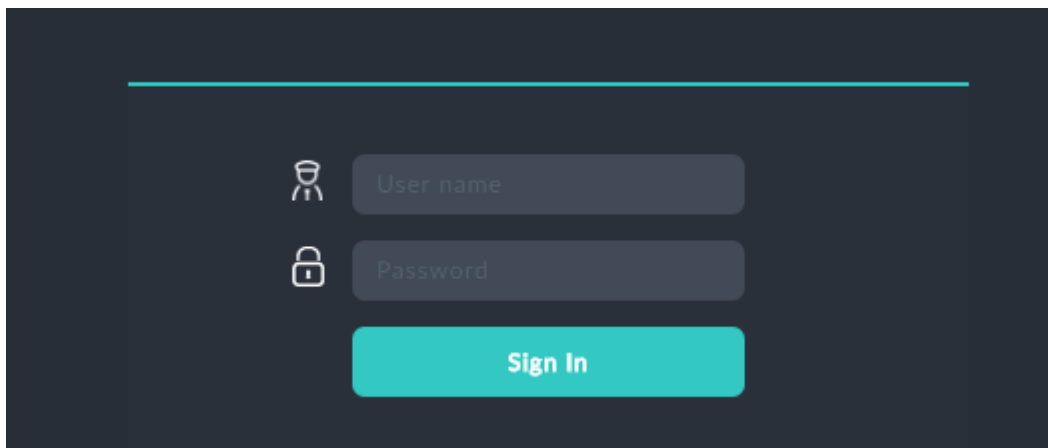
Overview

Choosing a Work Schedule is a two stage procedure: After logging in to the OnSchedule website, you first choose a Dataset from those available (**Figure 5-1**). You then choose a Schedule from the Dataset (**Figure 5-3**). 

Along the way there are many options and variations, which are the subject of this section.

Logging in to Optibus OnSchedule

The Web address (URL) of your OnSchedule installation is supplied by Optibus and is customer dependent. In addition, you should have ready, a user name and password. Open up the Chrome browser and navigate to it. You will see the log-in window:



Enter your user name and password and click on Sign In. An invalid user name or password will result in an appropriate error message.



Tip: Bookmark the supplied URL for future use.

The opening Dataset Window

After you have logged in, you are presented a Dataset window:

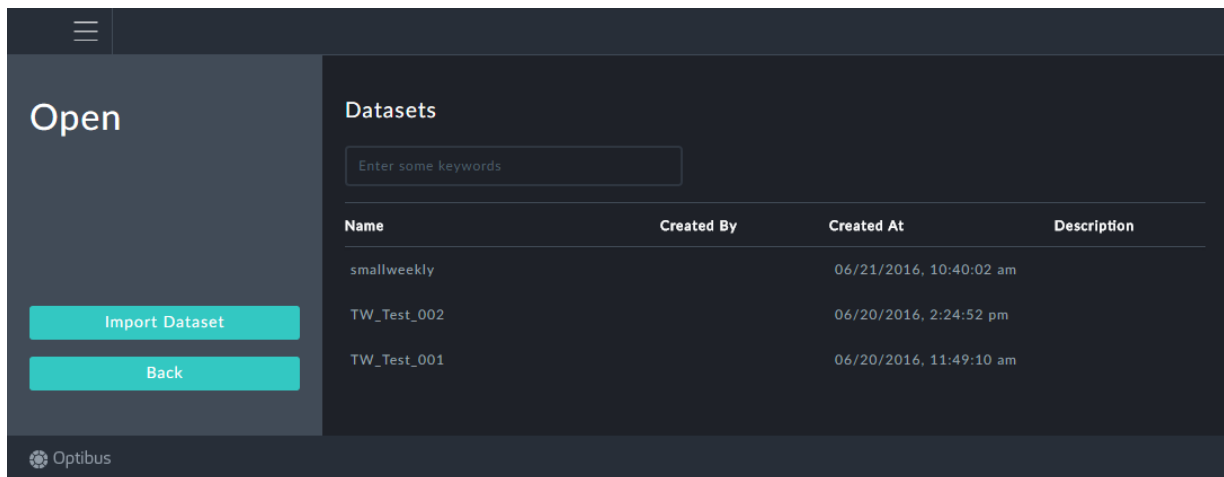

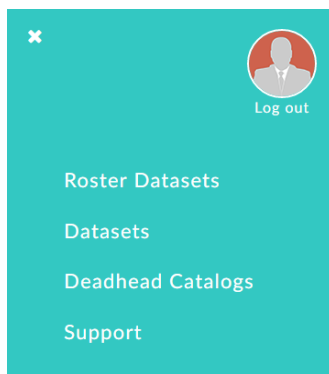


Figure 5-1: Choosing a Dataset

Use the left hand Import Dataset button to port a Dataset in the prescribed format (see TBD). It will be added to the Dataset list.

The top left context menu button  offers the following menu:



The context menu opens from the left. Clicking the small white x at the top left corner dismisses the menu. Clicking Log out logs you out of the system.


The entries are a subset of the Gantt page context menu described in detail in [The Context Menu](#).

For immediate use, **Datasets** always drops you back to the Dataset display from where ever you are. **Support** opens a Chat with an Optibus Professional Services Engineer.



Note: **Roster Datasets** are covered in [Roster Datasets](#). The **Deadhead Catalogs** item enables you to choose or import a Deadhead Catalog. It is one of the options described in [The Schedule Display Tool Bar](#) below.



Note: Any import choice you make or any new item that you create in this section, is loaded or created sing default preferences.

To choose a Dataset, just click it. Notice that if you mouse-over a Dataset it is highlighted, and two action buttons become available:




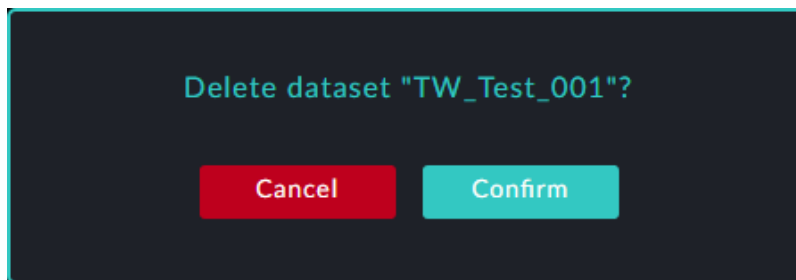

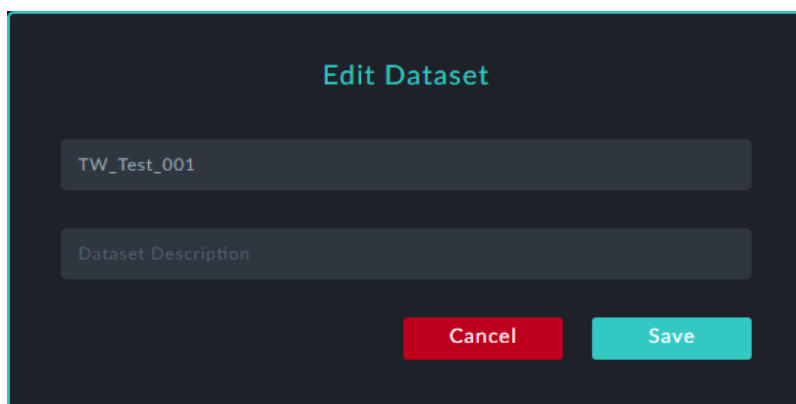
Name	Created By	Created At	Description
smallweekly		06/21/2016, 10:40:02 am	
TW_Test_002		06/20/2016, 2:24:52 pm	
TW_Test_001		06/20/2016, 11:49:10 am	 

Figure 5-2: Choosing a Dataset

The  button allows you to discard the Dataset:



The  button allows you to edit the Dataset name and description.



Note: These three buttons are ubiquitous throughout the OnSchedule system and mean the much same thing:



is the context menu for whatever window in which it appears



is used to delete the object upon which it appears



is used to rename or edit the object upon which it appears

Choosing a Schedule

We continue, using our choice of Dataset in **Figure 5-2**. The next display allows you to select a Schedule:

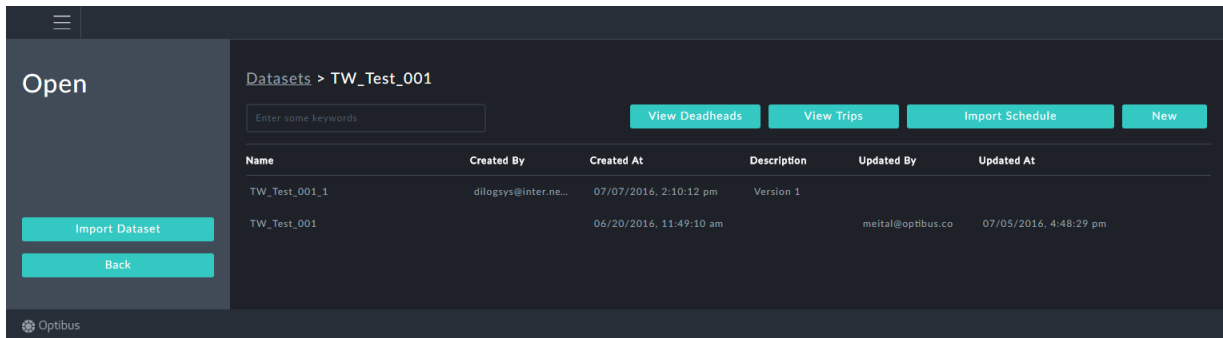


Figure 5-3: Schedule list



Note: For general navigation purposes, you are shown where you are in the system on the top left hand side of the current display page. for example, in **Figure 5-3** above, you are here:

Datasets > TW_Test_001

Following modern Web usage, you can click any item in this Web page chain to go to it.

Mouse-over to second item, which is highlighted:

Name	Created By	Created At	Description	Updated By	Updated At
TW_Test_001_1	dilogsys@inter.ne...	07/07/2016, 2:10:12 pm	Version 1		
TW_Test_001		06/20/2016, 11:49:10 am		meital@optibus.co	07/05/2016, 4:48:29 pm

Notice the four buttons on the right that become active. The edit and delete buttons work as previously described. There are two additional buttons:



The button converts a multilayer schedule to a weekly format. See TBD.



The button opens the **Revision** window for the highlighted item.

Revisions of a Schedule

Here is the Revisions window:

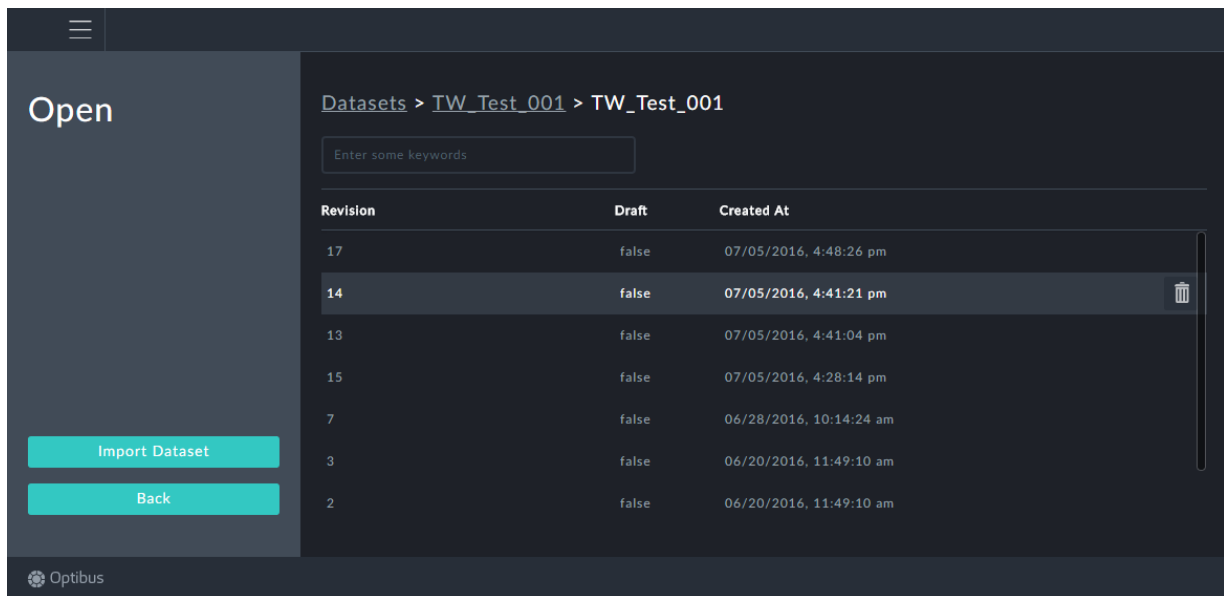


Figure 5-4: Revisions of a Schedule

A **Revision** is an automatic backup created every time you save the working Schedule. The highest numbered Revision is the latest, which you can confirm by looking at the dates.



Caution: If you select a lower Revision, make some changes to it and save it, it will acquire the highest Revision number and become current.

If in **Figure 5-4** you work on Revision 14 and save it, it becomes 19:

Datasets > TW_Test_001 > TW_Test_001		
Enter some keywords		
Revision	Draft	Created At
19	false	07/08/2016, 10:08:05 am
17	false	07/05/2016, 4:48:26 pm
14	false	07/05/2016, 4:41:21 pm
13	false	07/05/2016, 4:41:04 pm

The new Revision number is higher than the last highest but not guaranteed to be the next number (18 here).

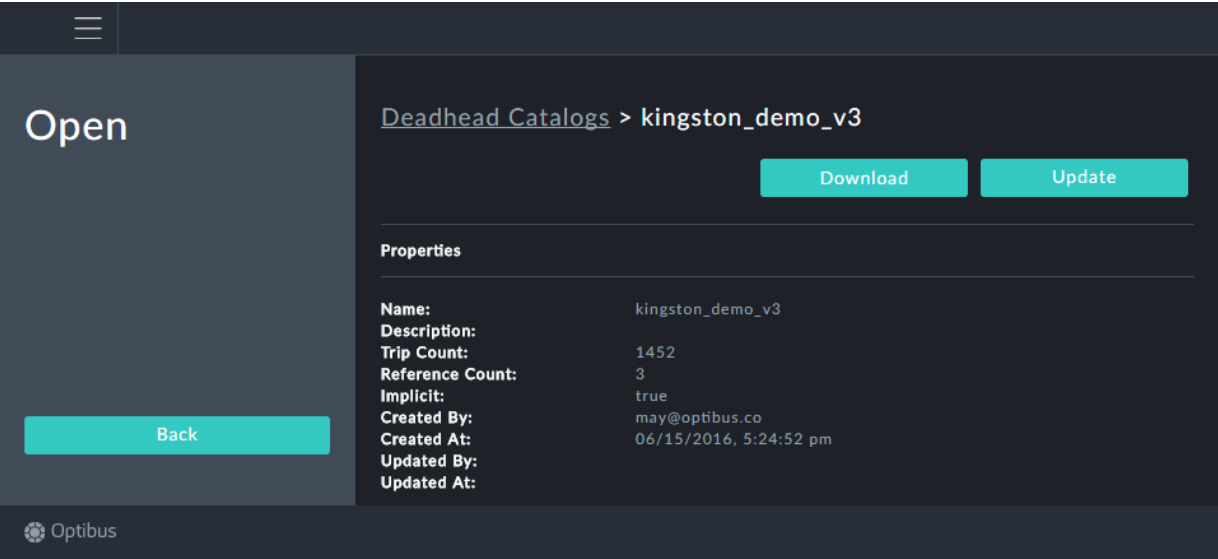
The Schedule Display Tool Bar

The Schedule display of **Chapter 5** has a tool bar:





Figure 5-5: Schedule display tool bar

View Deadheads opens up a Deadhead catalog summary:



Download downloads a zip file containing an Excel Deadhead catalog for the Dataset you chose in **Figure 5-2**. The **Update** button enables you to upload a Deadhead catalog. It is used to update the current Schedule after optimization or manual editing. See TBD for further information about the Deadhead catalogs.

Returning to the tool bar of **Figure 5-5**


The **View Trips** button opens a display of the Excel Trips catalog . See TBD for further information about the Trips catalog .

The **Import Schedule** button opens a standard Windows Open File dialog. See TBD for the content and formatting details for a Schedule for import.

The **New** button opens a new empty schedule and displays an empty Vehicle Gantt.

Context Menu Quick Summary

Table 5-1: Context Menu Summary

Menu Item	Function	Reference
Roster Datasets	Opens the Roster Datasets selection window 	
Datasets	Open the Datasets selection window	
Deadhead Catalogs	Import, download and update Dead-head catalogs	

Menu Item	Function	Reference
Support	Open Chat with an Optibus Professional Services engineer	

Chapter 6: OnSchedule Main Window

The OnSchedule main window is shown in **Figure 6-1** below:



Figure 6-1: OnSchedule Main window

The main window is divided into four panes:











- The top pane contains a tool bar of functions to set up and control the scheduling process
- The second pane contains key performance indicators (KPIs). It is updated dynamically as schedules are added and optimized.
- The large third pane contains the vehicle or driver Gantt. You can view them in turn.
- The bottom pane is a status bar

Top Pane Tool Bar

The top pane provides the management functions for the application:

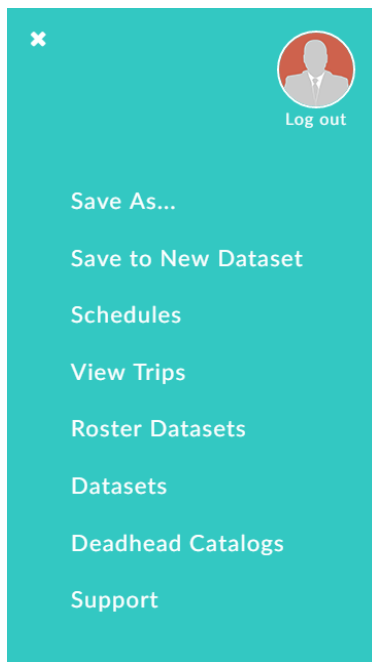


Table 6-1: Top pane tool bar

Icon	Purpose	Reference
	Opens up a pull-out context menu on the left with various save options	The Context Menu
	Returns you to the schedule Schedule selection window, one level back.	Choosing a Work Schedule
	Schedule updates	Schedule Updates
	Export schedules	Export Schedules
	Import schedules	Import Schedules
	Preferences	Setting Preferences
	Manual scheduling	Manual Scheduling
	Select a day within the current week	Select a Day Within Current Week
	Enter the vehicle scheduler (default)	Switch between Vehicle and Driver Gantt
	Enter the driver scheduler	

The Context Menu

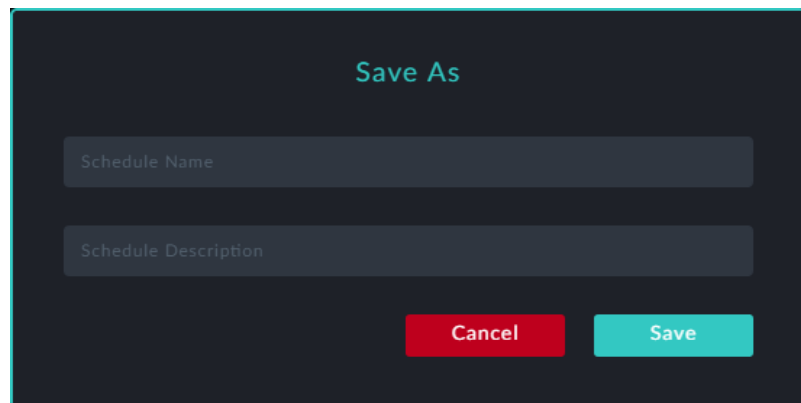
Using the Context Menu



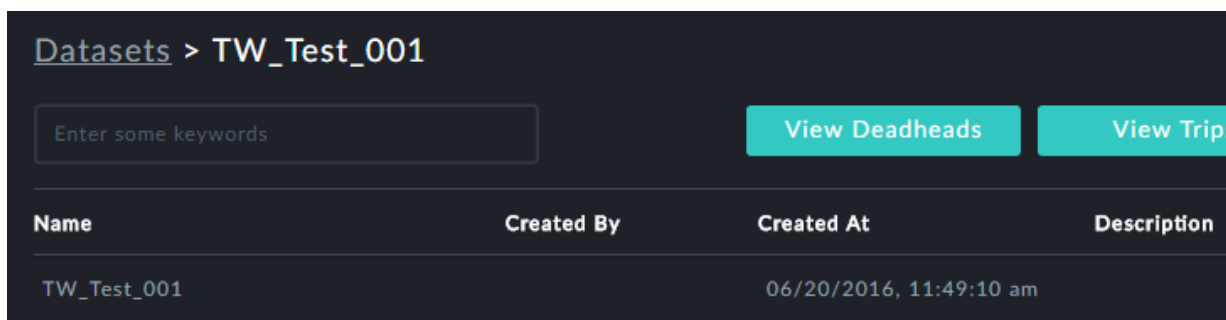
The context menu opens from the left. Clicking the small white x at the top left corner dismisses the menu. Clicking Log out logs you out of the system.

Datasets always drops you back to the Dataset display from where ever you are. **Support** opens a Chat with an Optibus Professional Services Engineer.

Save As ... opens the follows window:

A dark-themed dialog box titled 'Save As' is shown. It contains two text input fields: 'Schedule Name' and 'Schedule Description'. At the bottom right, there are two buttons: a red 'Cancel' button and a teal 'Save' button.

It creates a new copy of the current open Schedule with the entered schedule name. For example, our case has one Schedule:



<u>Datasets</u> > TW_Test_001			
<input type="text" value="Enter some keywords"/>		<button>View Deadheads</button>	<button>View Trips</button>
Name	Created By	Created At	Description
TW_Test_001		06/20/2016, 11:49:10 am	

If we enter a schedule name and description, **TW_Test_001_1** and **Version 1** respectively, the saved schedule opens. The previous display becomes:

[Datasets](#) > TW_Test_001

Name	Created By	Created At	Description
TW_Test_001_1	dilogsys@inter.ne...	07/07/2016, 2:10:12 pm	Version 1
TW_Test_001		06/20/2016, 11:49:10 am	

You can always see the Schedules of the current Dataset by using the **Schedules** option.

Save as ... should be distinguished from the **Save to a New Dataset** option:

Save to a New Dataset opens a similar window to **Save As ...** :

Save To New DataSet

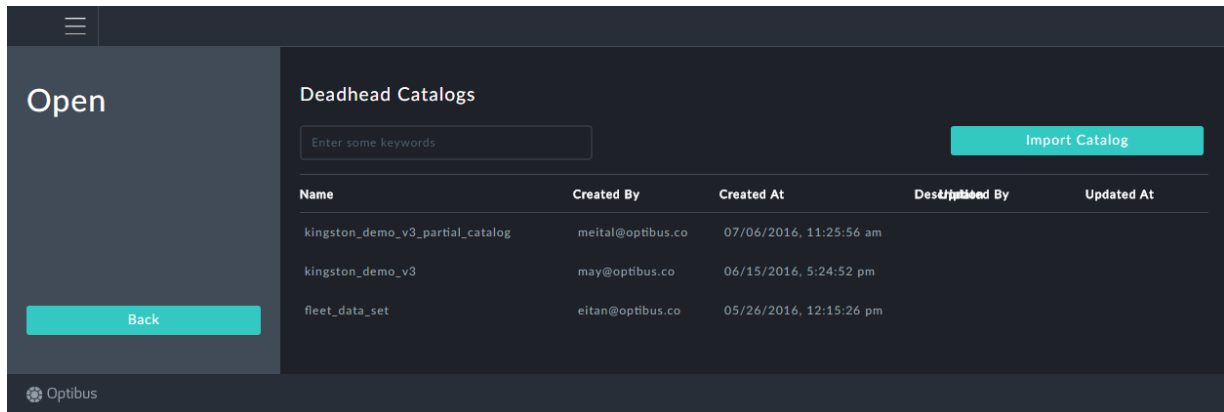
It creates a completely new Dataset, which you will see if you revert to the Datasets window. It adds your current open schedule.

The **Schedules** button takes you back to the Schedules display, [Choosing a Schedule](#)

The **View Trips** button opens a display of the Excel Trips catalog. See TBD for further information about the Trips catalog.

The **Roster Datasets** are an optional feature. If available, the button opens up a list of available roster Datasets. See [Roster Datasets](#).

The **Deadhead Catalogs** button opens a list of Deadhead catalogs for all of the available Datasets:



Choosing any one of them opens up a Deadhead summary in the same manner as we saw in [View Deadheads](#).

Context Menu Quick Summary



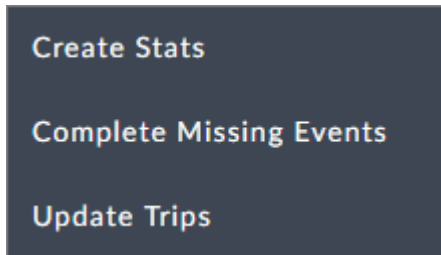
Note: Any import choice you make or any new item that you create when a Schedule is loaded, is based on user preferences.

Table 6-1: Context Menu Summary

Menu Item	Function	Reference
Save As ...	Save open Schedule with a new name	
Save to New Dataset	Creates a new Dataset and saves the open Schedule to it	
Schedules	Open the Schedules selection window	
View Trips	View Trips Excel file	
Roster Datasets	Opens the Roster Datasets selection window	
Datasets	Open the Datasets selection window	
Deadhead Catalogs	Import, download and update Dead-head catalogs	
Support	Open Chat with an Optibus Professional Services engineer	

Schedule Updates

This button opens a sub-menu of its own:

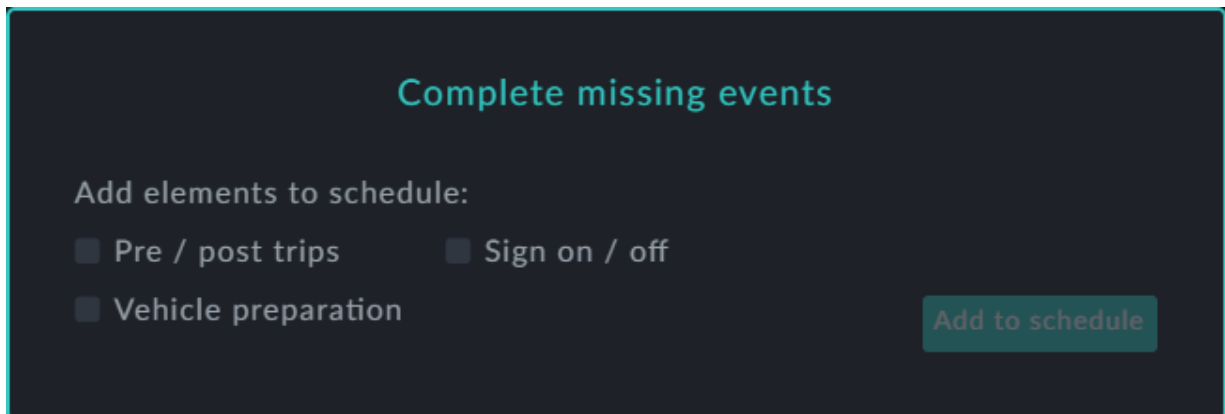


Create Stats

TBD - example before and after.

Complete Missing Events

This item opens up a choice dialog:



Check the elements required. If missing, they are auto-generated and added to the open schedule.

TBD - example before and after.

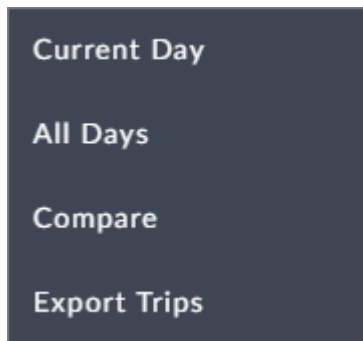
Update Trips

This item opens a standard Windows Open File dialog. (See TBD for the content and formatting details for a Trips catalog.) It applies the update to the open schedule.

TBD - example before and after.

Export Schedules

This button opens a sub-menu of its own:



Current Day

This downloads the current day schedule to a zip file.

TBD - Same format as Export?

All Days

This downloads the current week schedule to a zip file.

TBD - Same format as Export?

Compare

The Compare feature provides an extensive comparison between the currently open Schedule and any other of your choice.

TBD - Need a session!

Export Trips

A single trips Excel file is generated. It contains three pages, Trips, Places and Stops in the same format as the Operator's trip file required to create the Vehicles Gantt. See TBD for further details about the trips file.

Import Schedules

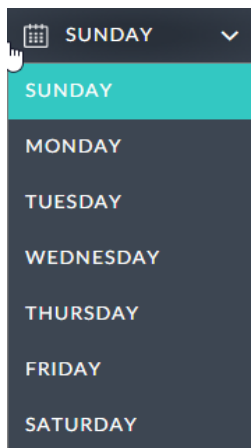
This button open a standard Windows Open File dialog.

TBD - What happens next?

Manual Scheduling

TBD - Requires a session!

Select a Day Within Current Week



This drops down a day of week choice menu. Selecting a day will load its Schedule. If there is no Schedule defined for the day, an empty Schedule will open showing an empty Vehicle Gantt.

Optimization Tool Bar

The tool bar above the vehicle and driver Gantts is used for optimization and saving results:



Following any editing change or optimization run, the tool bar changes to this:

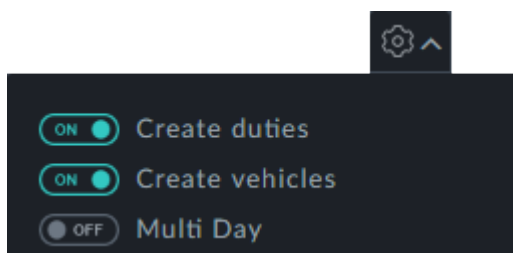


The **Save** button applies your changes or the optimization to the Schedule. The **Discard** button throws them away.

The **Filter** buttonTBD

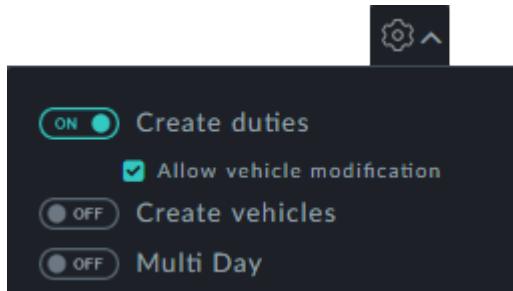
The **Optimize** button initiates an optimization run for the Schedule. The processing time depends on the size of the schedule but is generally of the order of minutes.

The  button opens a drop-down choice list associated with the Optimize button:






By default, the optimization will use the two checked items. You can check the Multi Day item to fill out a whole week of Gantts. (This is not the same at optimizing a week as a whole. See TBD about multi day optimization.)

Under certain circumstances it is appropriate to optimize in two stages: First, to create the vehicle schedule, and then to create the duties (driver schedule). In this case, you will see this:




The duties schedule can be created with or without modifying the vehicle schedule. The difference between the two can be substantial as can be seen on the Vehicle Gantts in either case. A detailed discussion of the optimization process is covered in [Optimizing a Schedule](#).

Click the  button to dismiss the menu.

The  button expands the Gantt area over the KPI area. It changes form to the  collapse button, which reverts to the normal part KPI and Gantt view.

The Key Performance indicators (KPI) Window

KPI Window Overview

In the main window (**Figure 6-1**), click the expand icon, . The full KPI area opens:

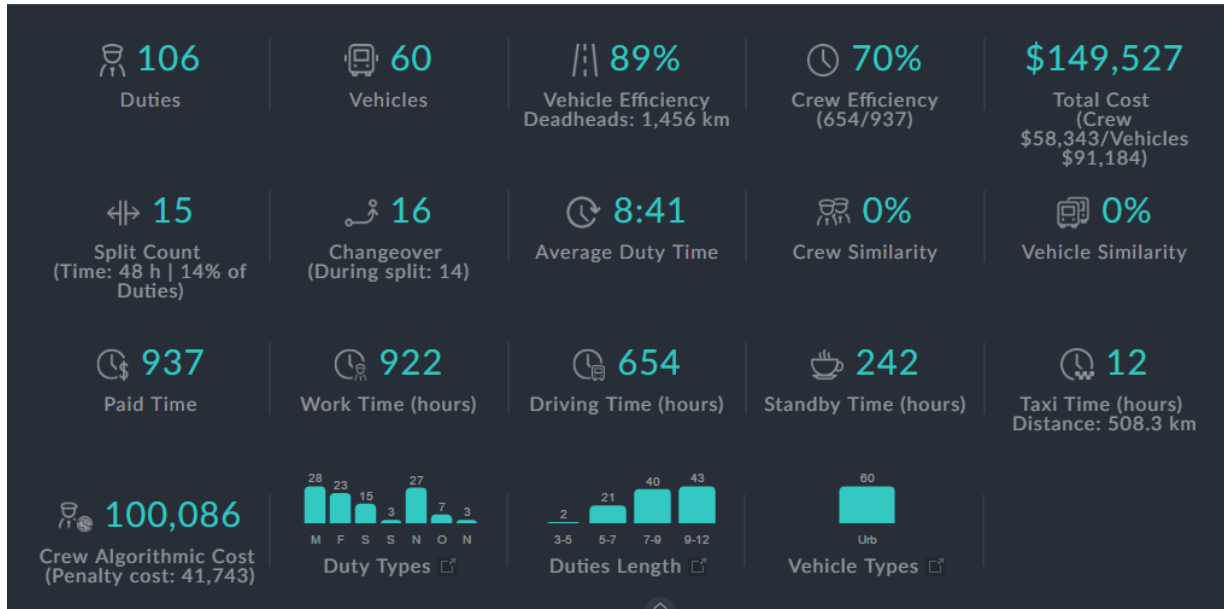


Figure 6-2: The KPI window

Clicking the  icon at the bottom of the window, reverts it.

These indicators provide a projected performance summary for the schedule. It will of course change under manual editing and optimization.

Indicator Details

Table 6-1: KPI details



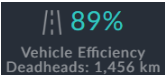
Item #	Indicator	Description
1.		Total number of driver duties
2.		Total number of vehicles
3.		Vehicle efficiency: Ratio of total service trip distance to aggregate traveled distance for the day. The difference is the deadhead distance shown on the last line. The latter distance also includes Pull ins and Pull outs.

Table 6-1: KPI details















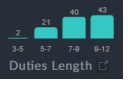
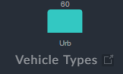
Item #	Indicator	Description
4.	 70% Crew Efficiency (654/937)	Crew efficiency: Ratio of driving time (item 13) to paid time (item 10).
5.	 \$149,527 Total Cost (Crew \$58,343/Vehicles \$91,184)	Total cost for the day: Crew cost + vehicle costs (based on running cost and an overhead contribution. See TBD.)
6.	 15 Split Count (Time: 48 h 14% of Duties)	This item shows the number of split duties, split time and the ratio of the number of split duties to the total number of duties
7.	 16 Changeover (During split: 14)	Total number of driver changeovers and the total number of driver changeovers during a split
8.	 8:41 Average Duty Time	Average driver duty time: Total work time (item 12) divided by the number of duties (item 1) in hours:minutes
9.	 0% Crew Similarity	Crew similarity: A measure of similarity between the current changed duties schedule to the previous one. See Preferences TBD.
10.	 0% Vehicle Similarity	Vehicle similarity: A measure of similarity between the current changed vehicles schedule to the previous one. See Preferences TBD.
11.	 937 Paid Time	Paid time consists of components defined by the Operator. It typically includes driving time and paid breaks and other paid elements.
12.	 922 Work Time (hours)	Actual work time usually consists of paid time and unpaid elements but not including split time.
13.	 654 Driving Time (hours)	Driving time consists of all driving events, such as service trips, deadheads, pull ins and pull out.
14.	 242 Standby Time (hours)	Standby time consists of any time not occupied by an element in the Driver Gantt. (Split time is not included.)
15.	 12 Taxi Time (hours) Distance: 508.3 km	Taxi time and distance. Recall that When a driver completes a trip, he may be required to go to a different location for his next trip or even to take a break. To get there, he may require transport such as a taxi , a shuttle or perhaps walk.

Table 6-1: KPI details

Item #	Indicator	Description
16.	 100,086 Crew Algorithmic Cost (Penalty cost: 41,743)	This is a hypothetical costing using theoretical "penalties" associated with Preferences. It provides an expert planner with a tool for assessing his choices.
17.		Distribution of driver duties by duty type. See Figure 6-3 below.
18.		Distribution of driver duties by duty paid time. See Figure 6-4 below.
19.		Distribution of driver duties across vehicle type. See Figure 6-5 below.

Driver Duty Histograms

The last three items in **Table 6-1** above expand into histograms. To see them, click the appropriate item in **Figure 6-2**.



Note: You can move between the histograms by clicking the < and > buttons on the sides of the displays.

The following three examples are drawn from several unrelated Datasets, purely for illustrative purposes:

Distribution of Driver Duties by Duty Type

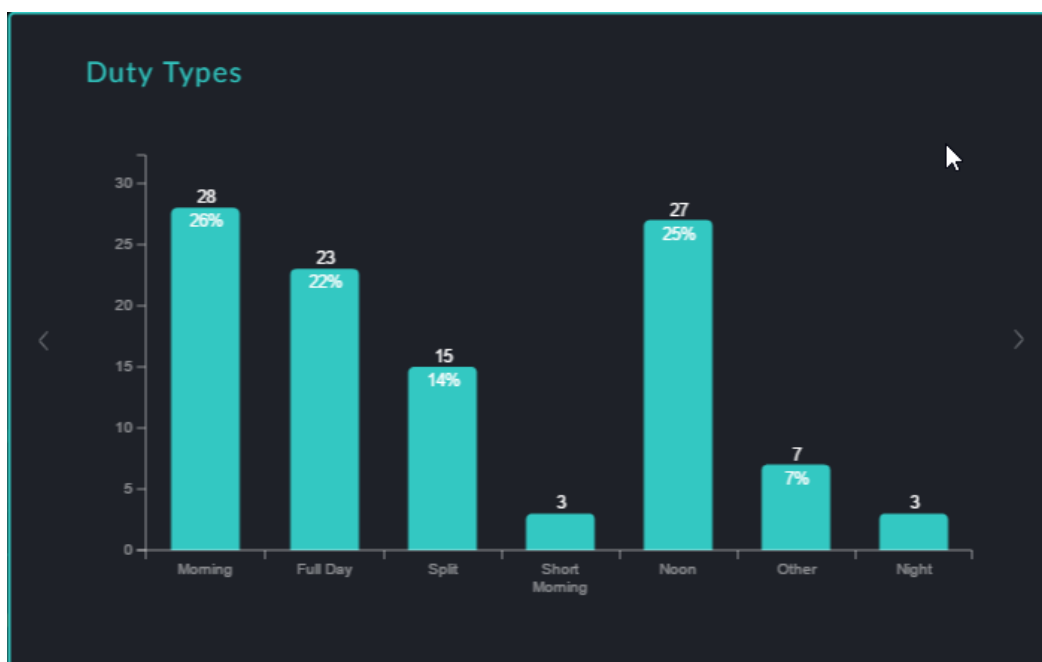


Figure 6-3: Duty by Duty Type

Recall that the Duty Type is defined by the Operator. The chart shown the number of duties and the percentage of duties per Duty Type.

Distribution of Driver Duties by Duty Paid Time

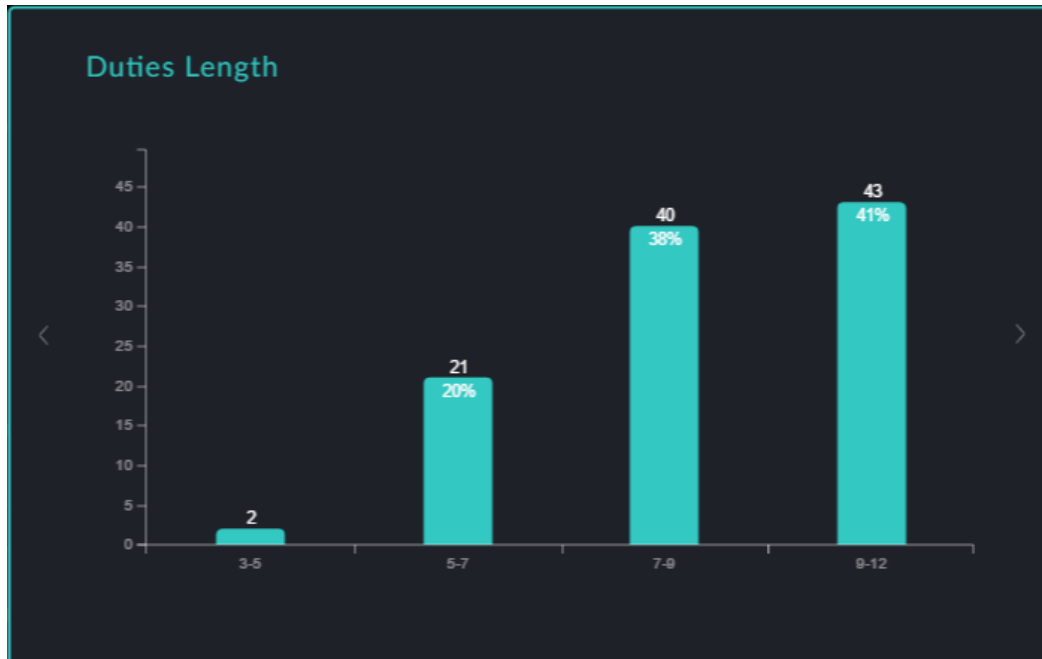


Figure 6-4: Duty by Duty Paid Time

The duty paid time intervals for this histogram are grouped by the Operator. Again, the number of duties in each interval and the percentage are shown.

Distribution of Driver Duties Across Vehicle Type

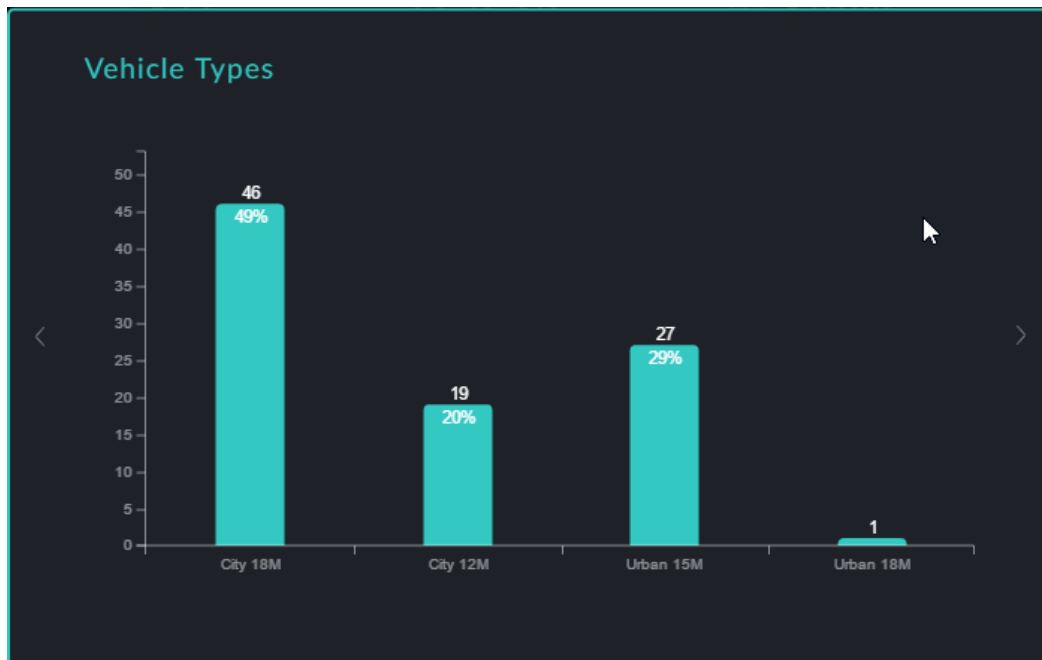


Figure 6-5: Duty by Vehicle Type


The number of vehicles and the vehicle percentages are shown by vehicle type. Vehicle types are defined by the Operator.

Vehicle Gantt

Vehicle Gantt Overview

The Vehicle Gantt is opened by default. You can always return to it from the Driver Gantt by clicking the vehicle icon in the Options tool bar.



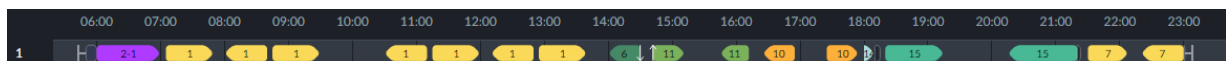
Note: If you need more space on your screen, you can hide the KPI by clicking the  button. To restore the KPI, just click it again.

The window contains a vast amount of detail, but nevertheless, it is very easy to follow. For example:

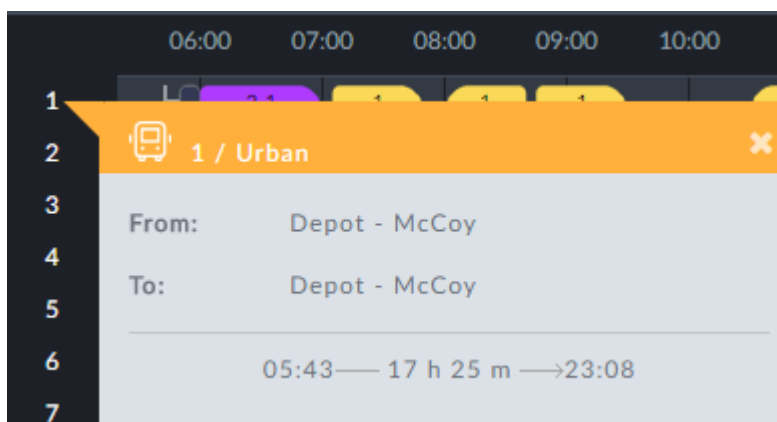


Figure 6-6: A typical Vehicle Gantt

Each numbered row on the Gantt shows the day's itinerary of one vehicle. Take for example, row 1:



First, you can see a quick row overview by left-clicking the row number:



The start and end times relate to the day's work for the vehicle. The duration is also displayed.

Let us return to the Gantt itself:

The graphic shapes are called **elements**.

Each colored bullet shaped element represents a **service trip**.

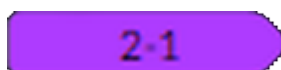
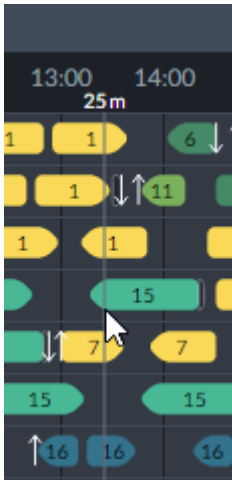


Figure 6-7: Service trip element



Note: A service trip is a revenue-earning vehicle journey.



The number is the route **sign**. In the left hand example , the route as seen by a passenger, is 2-1. The difference between a simple number and a hyphenated number such as 2-1 will be explained shortly. Looking at the Gantt, It's **row number** is the **vehicle ID**. The position of the left end of the element is the time of the beginning of the trip and the position of right end is the time of completion. You can see the times precisely by moving the mouse horizontally along the row. A vertical cursor line indicates the time. Observe the vertical cursor line at 13:25 at the mouse position.



Note: The service trip coloring is determined by the system to make the display easy to understand. **Each sign has its own color.**

From the transport operator's perspective, a route has three parameters. Referring to **Figure 6-7** above, they are:

- A sign defining the service trip terminus points - in the example it is 2
- A direction - at which terminus the trip starts and which terminus the trip finishes determines the direction on the Gantt of the bullet shape
- An alternate number indicating a route variant. A route variant for example may add or skip stops in the base route. In the example it is 1 and the passenger sees 2-1 as shown.

Further information may be obtained by left-clicking an element. Let us take another example, left-clicking the third service trip element in row 1. An information box pops up:

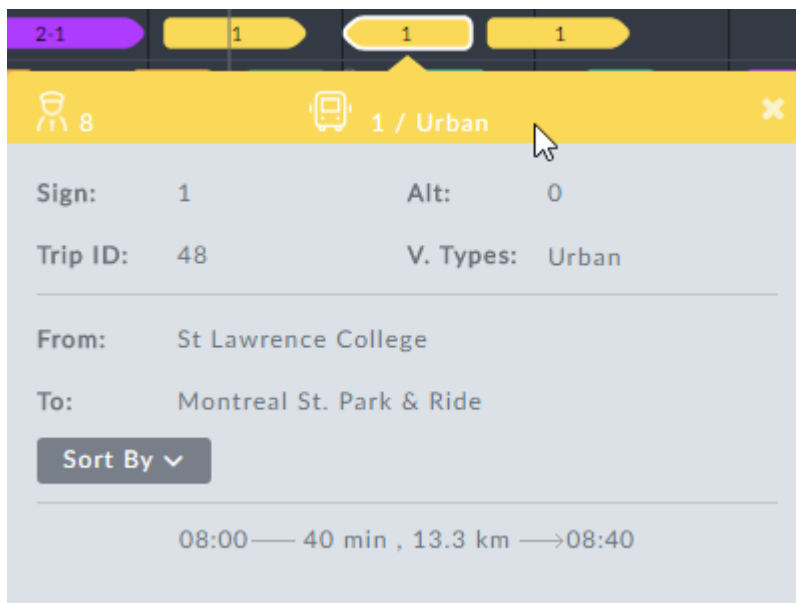


Figure 6-8: Element information box

Notice the **From: ... To: ...** locations. If you left click-the fourth item following, you will see that the **From: ... To: ...** locations are reversed - the vehicle is scheduled for a return trip.



Note: Left-clicking any active element in the display will open an information box describing it in detail. In most cases, the chosen element has a white border as seen in **Figure 6-8**.

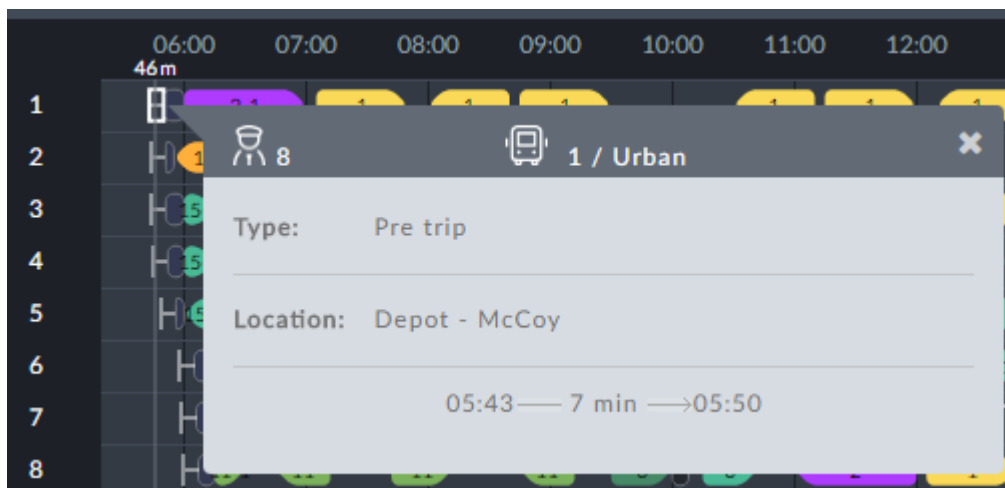
We will return to the information box in detail below.




Note: Sometimes a trip icon may be an oblong shape instead of a bullet shape. It indicates a round-trip that starts and finishes at the same terminus.

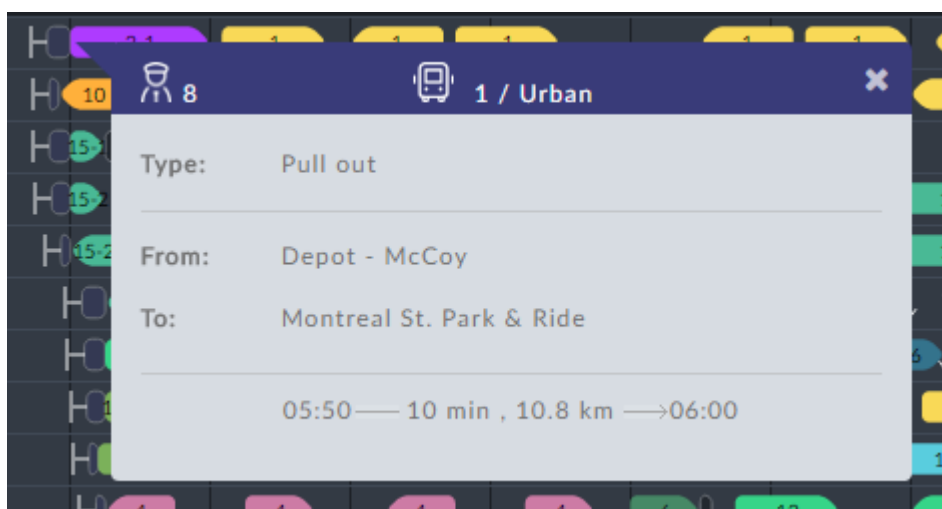
To complete your understanding of the example, we will look at several other elements appearing on row 1.

The row commences with the symbol . Left clicking it opens an information box:



The  symbol represents pre-trip activity. It may also show as **Vehicle Preparation**. This is an Operator choice.


The next graphic element looks like this:  Left clicking it shows a **Pull out** information box:

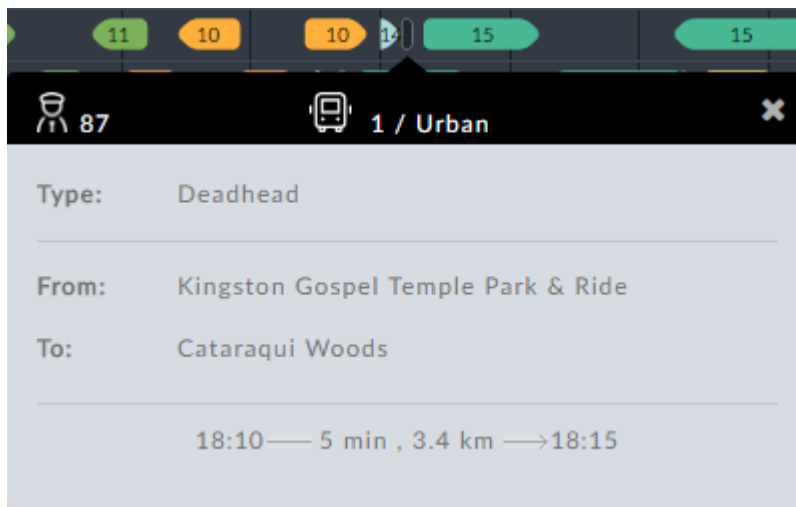


The length of the Pull out graphic reflects the time required. The same graphic at the end of a trip or at the end of a day denotes a **Pull in**.



Note: Pull out and Pull in: Moving a vehicle from a depot to the first stop of a service trip is called a Pull out. What is considered to be a "Depot" here, is determined by the Operator. In the opposite direction, a Pull in is moving a vehicle from the last terminus of a service trip back to the depot.

Once again, on the top row at about 18:13, there is a similar graphic with a black background, . Left-clicking it shows **Deadhead** information:




Again, the length of the graphic reflects the time required for the deadhead trip.

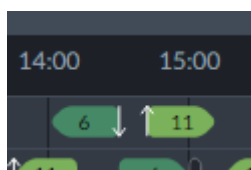


Note: A deadhead is any non-revenue earning vehicle movement other than pull out and pull in.




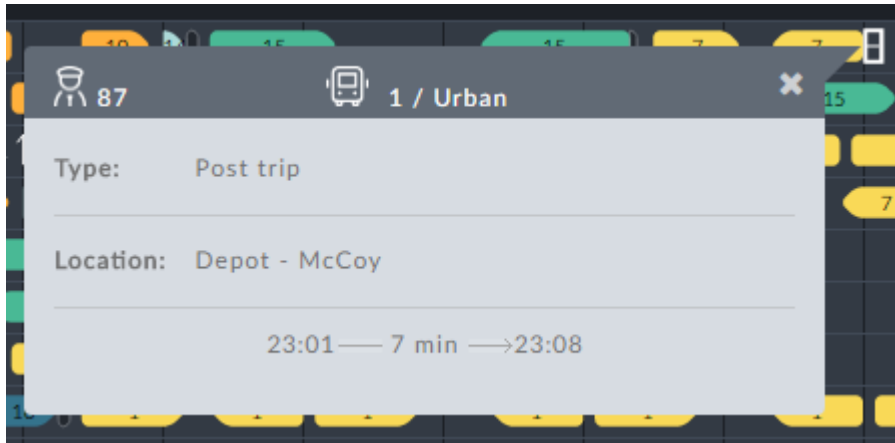
Note: Deadhead, pull out or pull in icons with a white dot in the center, for example like this,  are auto-generated by the system. You can edit them in your Deadhead Catalog (see TBD).

Look now, at the period between 14:00 and 15:15:



The down arrow to the right of sign 6 indicates that the driver has left the vehicle (for example going off-duty or taking a break). The up arrow following indicates that a **different** driver has taken the vehicle.

Finally, at the end of row 1 is a post-trip symbol, . Left clicking it, displays post-trip activity:



The Vehicle Gantt in Detail

In this section we look at the information boxes in detail.



Note: The Vehicle Gantt information boxes become active data entry panels during Manual Vehicle-only Scheduling. See TBD.



Note: An open information box may be dismissed in three ways:

- Clicking the x in the top right corner of the box
- Opening another box
- Clicking an unused area on the display

Workday Overview for a Vehicle

Left-clicking a row number pops up a work day overview for the vehicle:

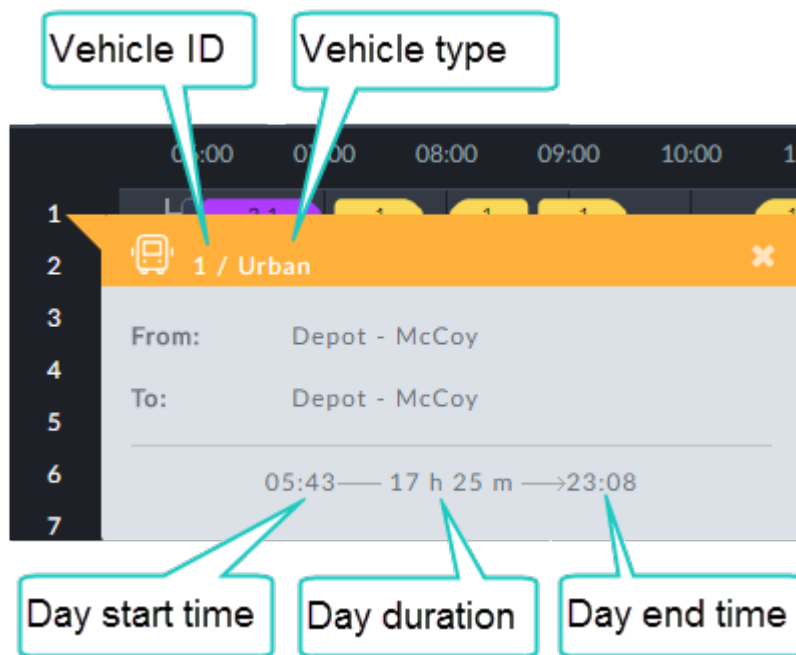
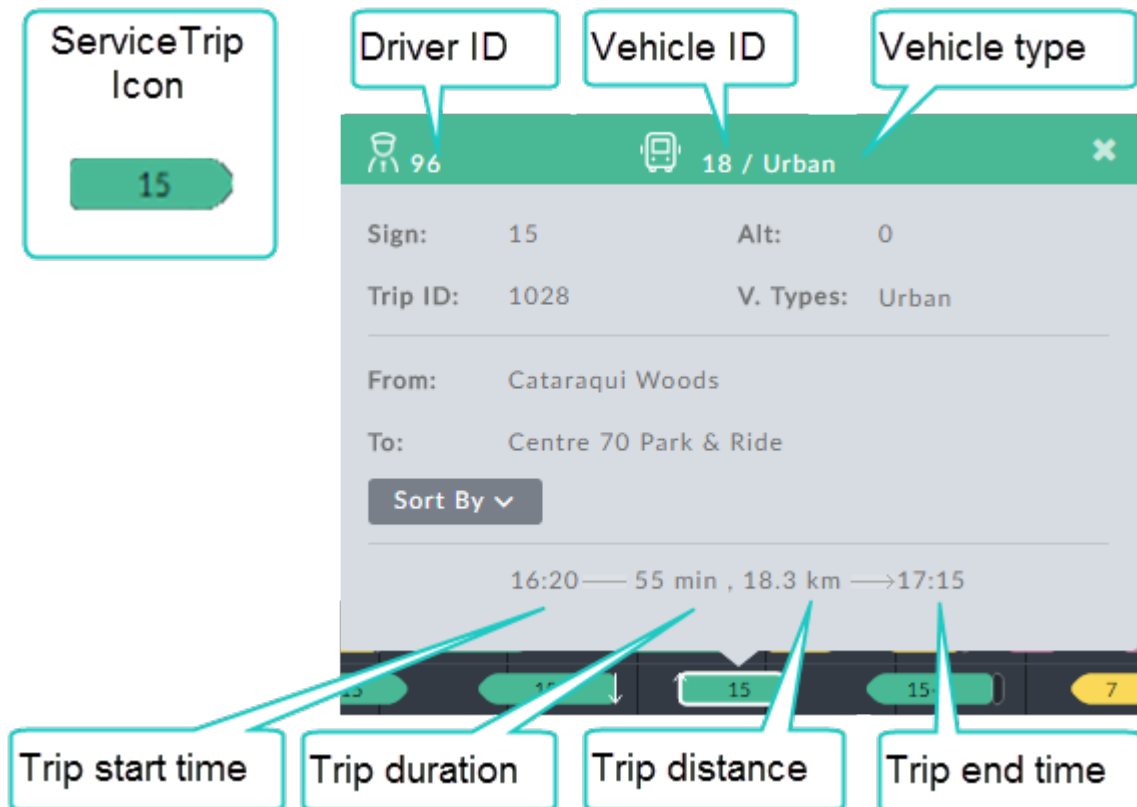


Table 6-1: Row overview information box

Information Box Item	Description
From:	Start location at the beginning of the work day
To:	The final location of the vehicle at the end of the work day

Service trip



The remaining items inside the gray area are described in below:

Table 6-2: Service trip information box

Information Box Item	Description
Sign	Route number as seen by the passengers
Alt	Alternative route: Used for route variations. A variation for example, may skip or add some stops. An Alt is one of the following: 0 or # - indicates the base route Anything else indicates an alternate route
Trip ID	Operator's trip ID. Every trip has its own unique ID
V. Types	Eligible vehicle types for this trip. Several types may be displayed.
From:	Service trip origin

Information Box Item	Description
To:	Service trip destination
Sorted by	See section Sorting the Vehicle Gantt below.



Note: *About direction:* The Operator distinguishes route direction for a service trip using the **From:/To:** fields. Visually, they determine the direction of the bullet shape on the Gantt. To show the opposite direction, you swap the **From:/To:** locations and the resulting bullet shape points in the opposite direction.

Deadhead

The screenshot displays a vehicle gantt chart with a deadhead trip highlighted. A callout box on the left shows the 'Deadhead Icon' as a black rectangle. The main gantt bar shows a sequence of trips with different colors and durations. A specific deadhead trip is expanded, showing its details: Driver ID 87, Vehicle ID 1, and Vehicle type Urban. The trip details include the start time (18:10), duration (5 min), distance (3.4 km), and end time (18:15). The trip is labeled 'Type: Deadhead' and shows the route from 'Kingston Gospel Temple Park & Ride' to 'Cataraqui Woods'.

Table 6-3: Deadhead information box

Information Box Item	Description
Type	Information box type - Deadhead
From:	Deadhead start - typically the end point of a service trip
To:	Deadhead end - typically the start point of a service trip

Pull out

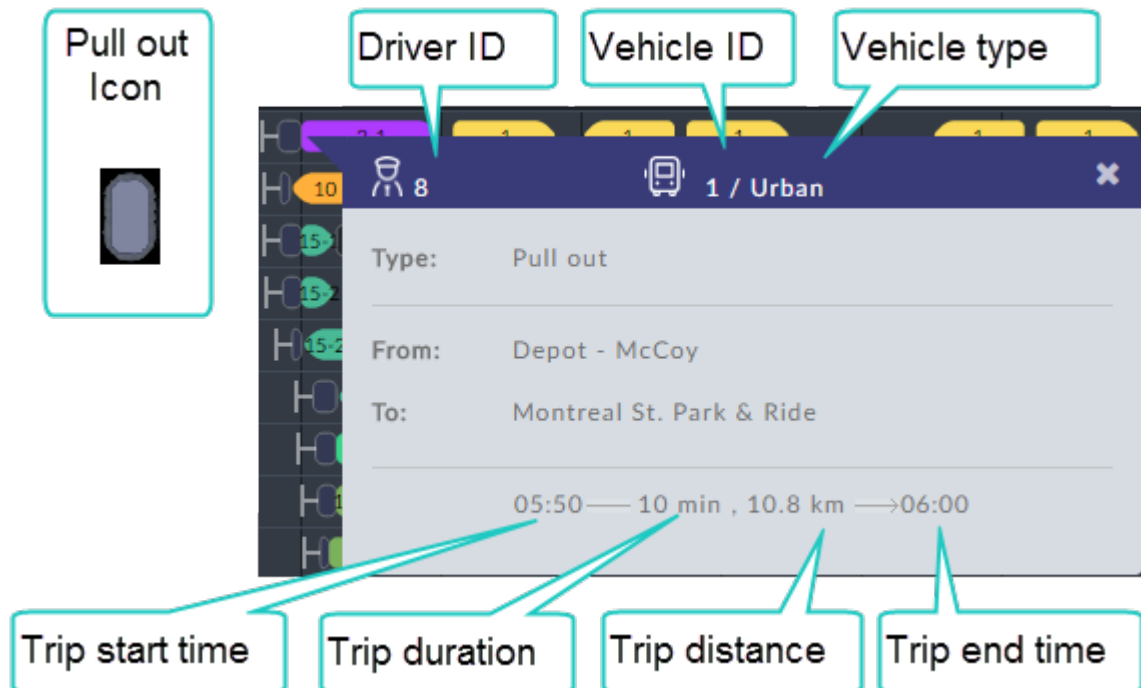


Table 6-4: Pull out information box

Information Box Item	Description
Type	Information box type - Pull out
From:	Pull out location - typically a depot
To:	Origin of first service trip

Pull in

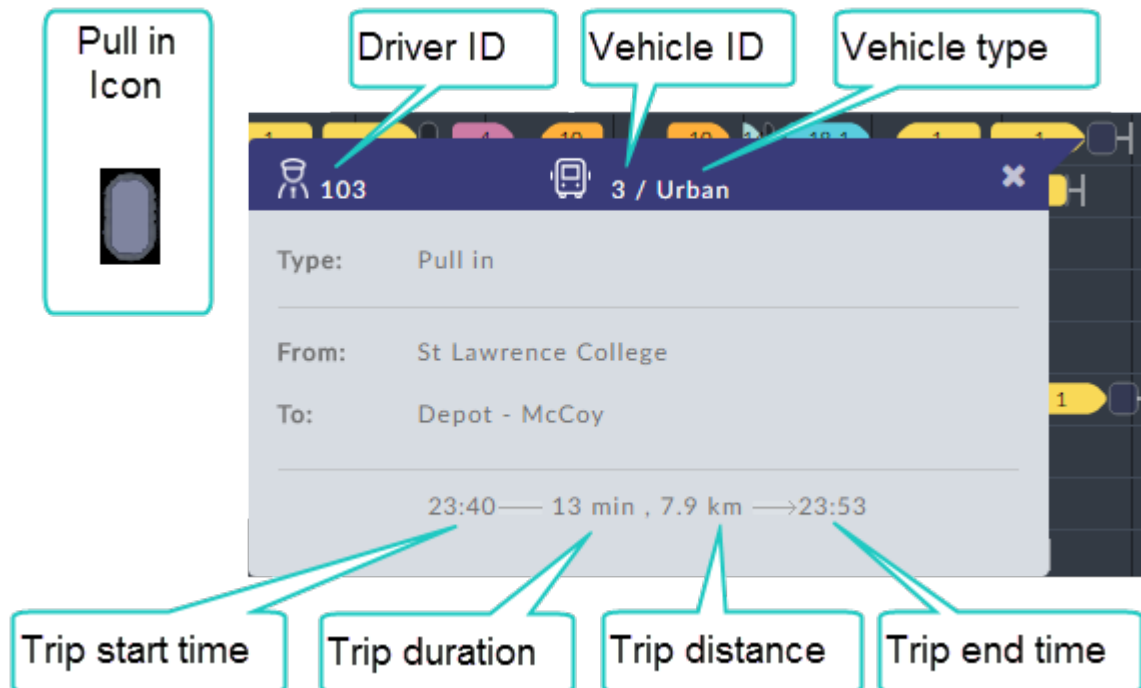


Table 6-5: Pull in information box

Information Box Item	Description
Type	Information box type - Pull in
From:	Pull in location - typically the end point of a service trip
To:	The final location of the vehicle at the end of the day, typically a depot.

Pre-trip

The Pre-trip element only appears at the beginning of a vehicle work day. It provides for all required vehicle preparation by the driver before he moves the vehicle.

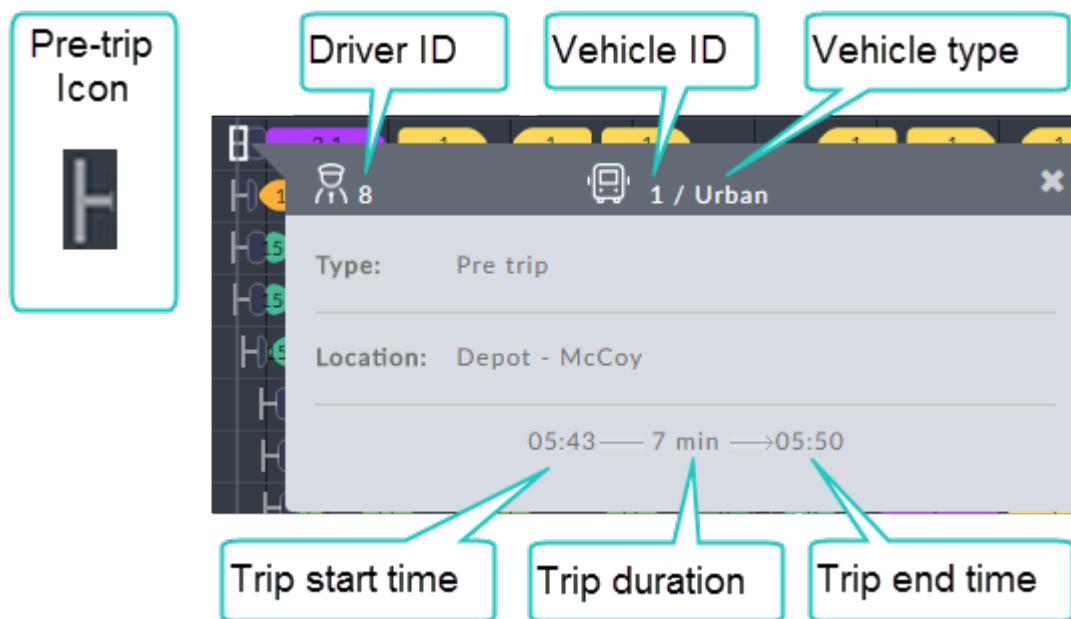


Table 6-6: Pre-trip information box

Information Box Item	Description
Type	Information box type - Pre trip
Location	Work day departure point, typically a depot

Post-trip

The Post-trip element appears at the end of a vehicle work day. It provides for all required vehicle activities by the driver after parking the vehicle and before going off-duty.

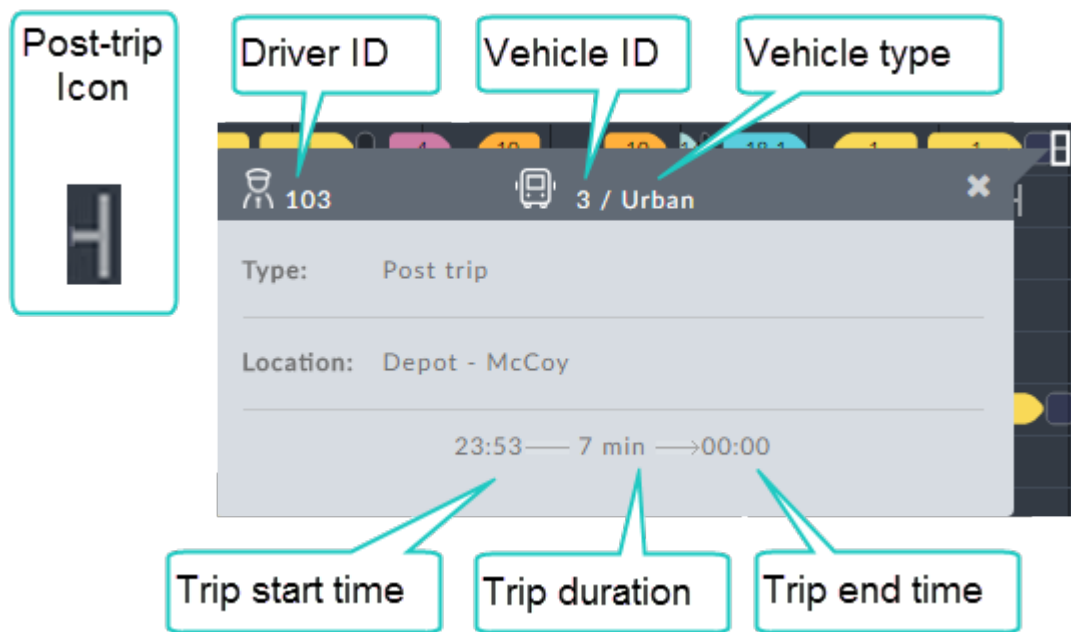
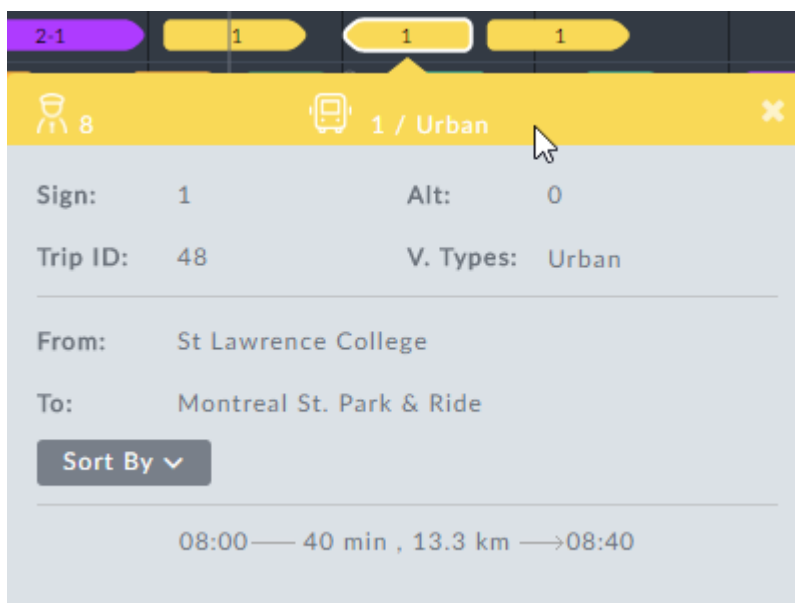


Table 6-7: Post-trip information box

Information Box Item	Description
Type	Information box type - Post trip
Location	Work day termination point, typically a depot

Sorting the Vehicle Gantt

Recall the service trip information box:



Clicking the **Sorted By** button opens the following pick list:

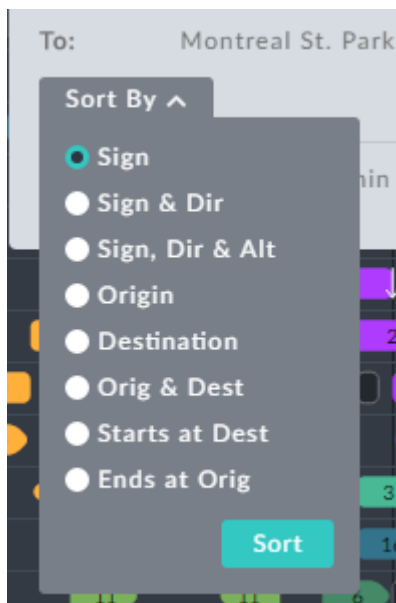


Figure 6-9: Display sort options

Explanation ...TBD

Driver Gantt

Driver Gantt Overview

Like the Vehicle Gantt, the Driver Gantt also contains a vast amount of information. We start with an example:



Figure 6-10: A typical Driver Gantt

For the Driver Gantt, the left hand numbering is for drivers. Thus, each numbered row on the Gantt shows the work day for one driver. otherwise the graphic elements are very

similar to those used in the Vehicle Gantt. The emphasis in this section will be on the element specific to the Driver Gantt or elements having a different meaning.


The following graphic elements are the same as those for the Vehicle Gantt:

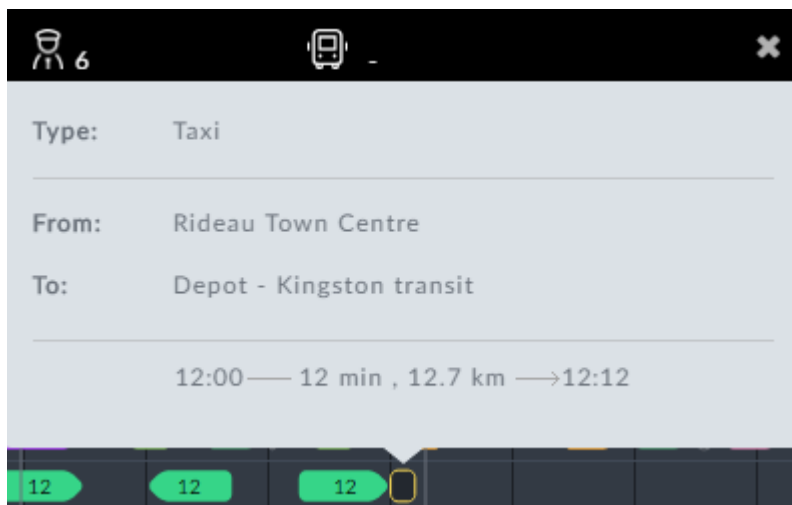
- Service trip
- Pre-trip and Post-trip
- Pull out and Pull in
- Deadhead

Up and down arrows have a different meaning in the Driver Gantt: Here they indicate a **vehicle changeover** for the same driver. The changeover may be separated by other events, as we will see below.

There are two additional elements:

When a driver completes a service trip, he may be required to leave his vehicle and then go to a different location for his next trip or even to take a break. To get there, he may require transport such as a taxi or a shuttle.

The **Taxi** icon  denotes the driver movement. It looks similar to a Deadhead icon but it has a thin yellow frame. Left clicking it opens its information box:



The box indicates that a taxi or a shuttle is required.



Note: The use or otherwise, of Taxi icons is determined in the Preferences. See TBD.

The second additional graphic describes a **Split**:

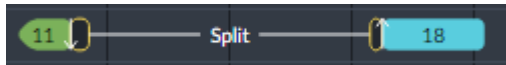


Figure 6-11: Split example



Note: The part of the driver's duty before a split is called his **first stretch** and the duty following the split, his **second stretch**.

To follow the narrative of **Figure 6-11**, we need to open the information box of each constituent element in order from left to right:

Figure 6-12: Last service trip of first stretch completed prior to split

The driver with ID as shown, has completed the service trip of **Figure 6-12**. In **Figure 6-11**, following the service trip element there is a down arrow. The driver has left the vehicle as first part of a changeover. The next element is a Taxi icon showing that the driver requires transport as shown in **Figure 6-13**:

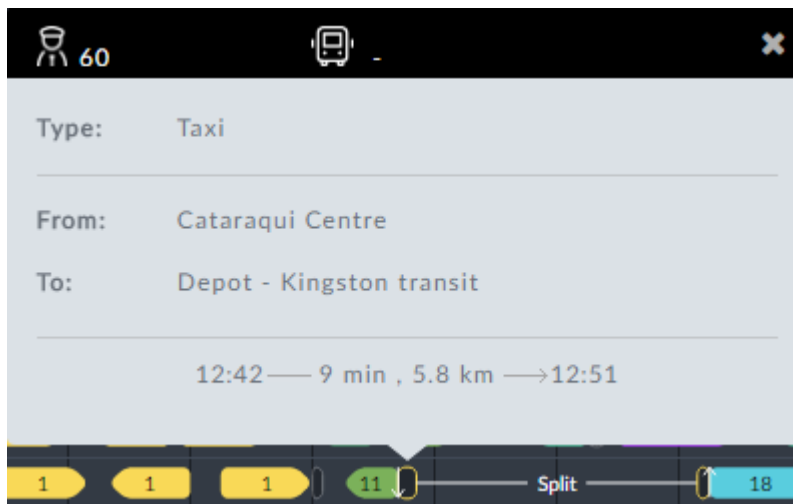


Figure 6-13: Taxi taken before split

Having arrived at the **To:** location, the driver goes off duty as shown in the split break. The driver's split break details are shown in the split break information box:

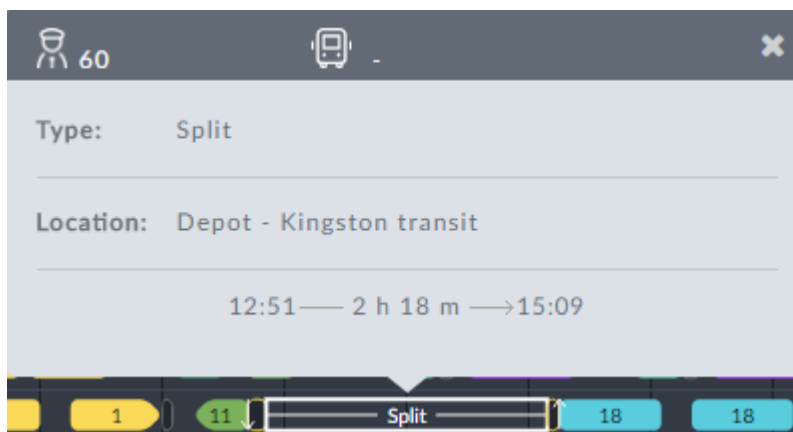



Figure 6-14: Split break information box

At the end of the break shown at the bottom of **Figure 6-14**, another Taxi icon is displayed indicating a requirement for transport to take the driver to his next duty trip. An up arrow shows the driver taking over the vehicle for the next service trip, the second part of his changeover. At this point, the procedure flow should be evident and we will not show all of the information boxes.

As for the Vehicle Gantt, each row number in the Driver Gantt has an information box. For drivers there is a difference. Left-clicking row 1 shows the following information box:


1	
2	 1 / Morning ✕
3	From: Depot - Kingston transit
4	To: Depot - Kingston transit
5	
6	05:32 — 8 h 33 m —> 14:05
7	
8	No Splits
9	

The only new item is the No Splits indicator, showing that the duty in the line above is continuous.



Note: The **Duty Type** shown is Operator defined.

If we left-click row 3, which has a split, the information box is different:

3	
4	 3 / Split ✕
5	From: Depot - Kingston transit
6	To: Depot - Kingston transit
7	
8	05:37 — 8 h —> 18:16
9	
10	Split from: Depot - McCoy
11	Split to: Depot - McCoy
12	
13	09:39 — 4 h 39 m —> 14:18
14	

We have already encountered the contents of this box in the split narrative above: The driver comes on duty at the **From:** location and finishes his day at the **To:** location (often the same), starting and finishing as shown:

05:37 — 8 h —> 18:16

The worked hours shown in the middle are total worked hours less the split hours.

The lower **Split from: / Split to:** section shows the split break period only:

09:39 — 4 h 39 m —> 14:18

At this point, it is quite straight forward to follow the work day on the Driver Gantt for any driver.

The Driver Gantt in Detail

In this section we look at the driver specific information boxes in detail.

Workday Overview for a Driver

Left-clicking a row number pops up a work day overview for the driver:

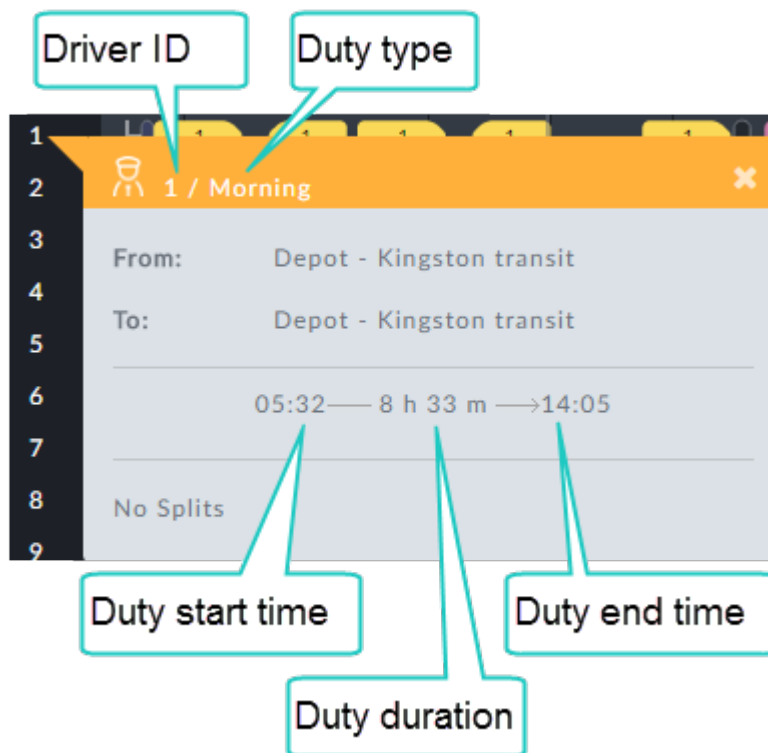


Figure 6-15: Workday Overview - no splits



Note: The **Duty Type** is Operator defined.

If the day's work is split by a rest period, the information box has extra details:

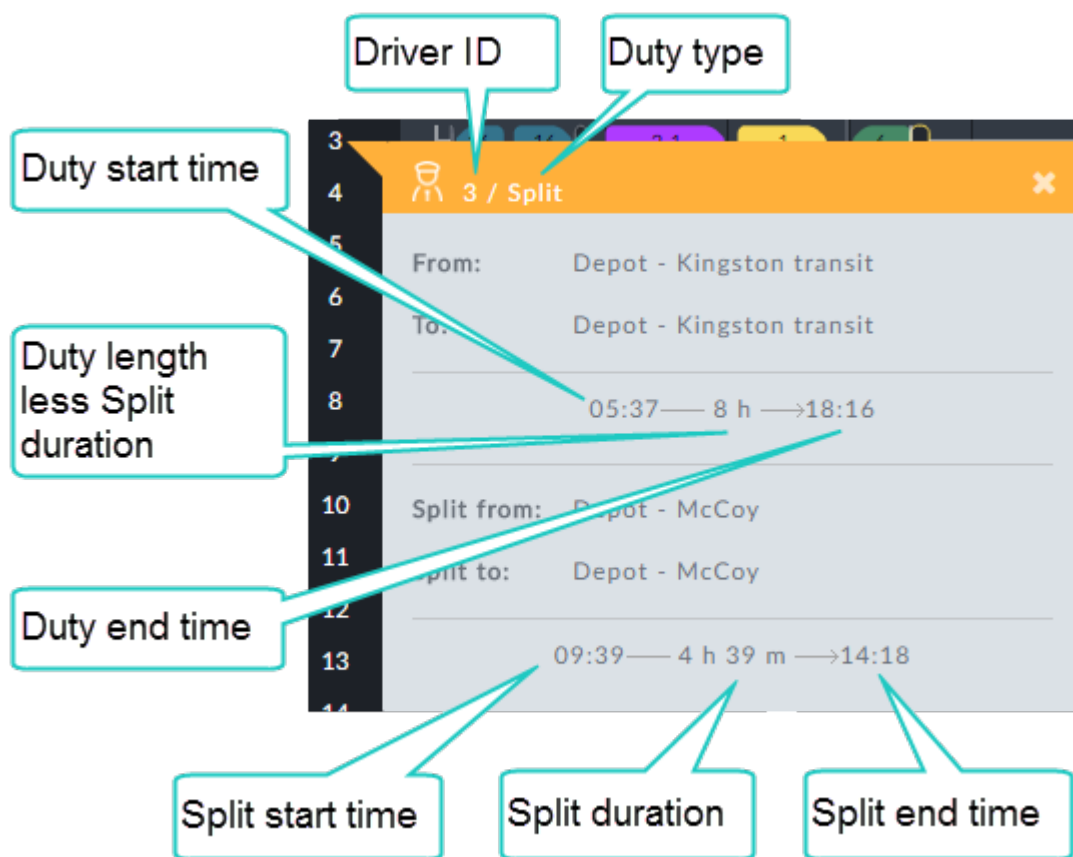


Figure 6-16: Split workday Overview

Table 6-1: Row overview information box

Information Box Item	Description
From:	Start location of the driver at the beginning of the work day
To:	The final location of the driver at the end of the work day
Split from:	Split start location
Split to:	Split end location

Split Information Box

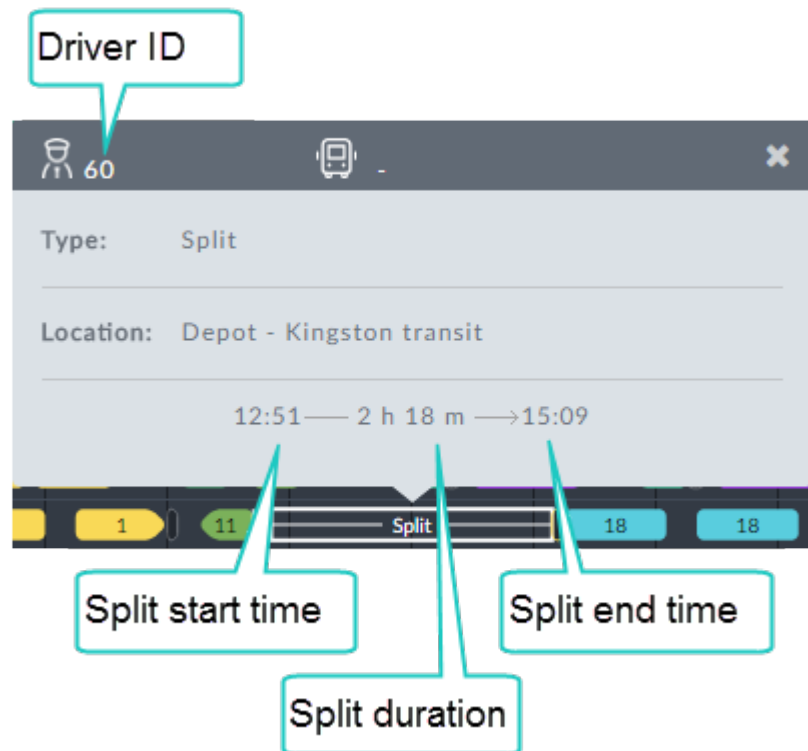


Table 6-2: Split information box

Information Box Item	Description
Type	Information box type
Location:	Split location - typically break location

Taxi

Recall that, when a driver completes a service trip, he may be required to leave his vehicle and then go to a different location for his next trip or even to take a break. To get there, he may require transport such as a taxi or a shuttle.

The taxi icon is used to represent this driver movement.

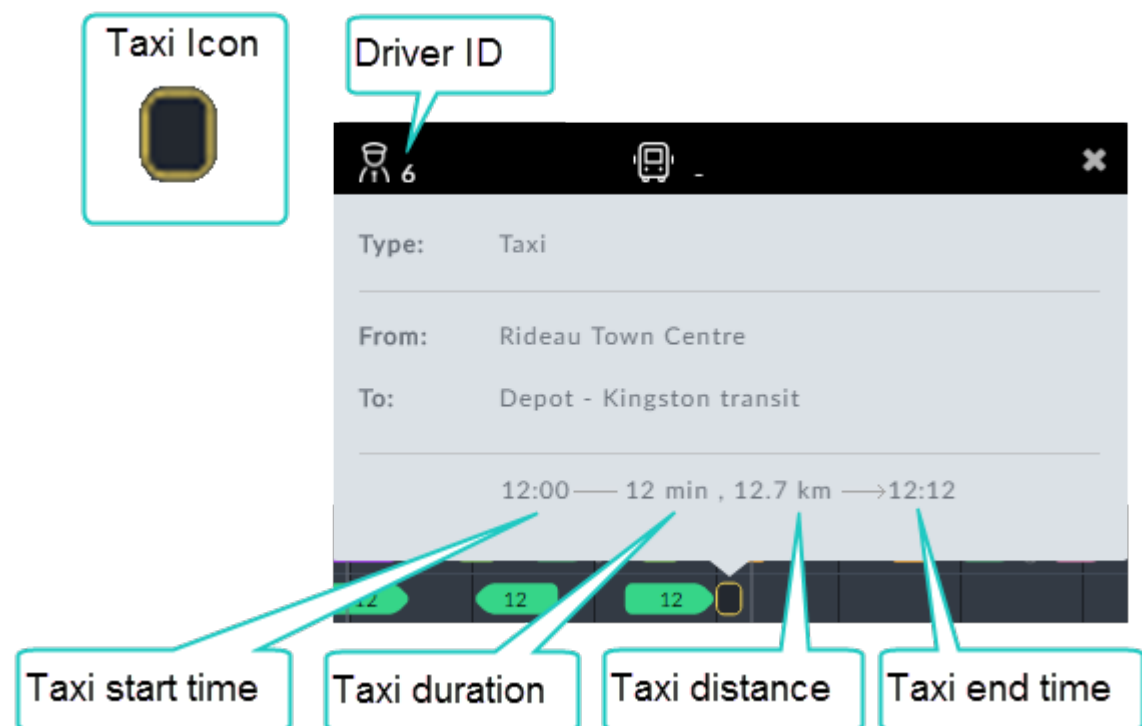


Table 6-3: Taxi information box

Information Box Item	Description
Type	Information box type -Taxi
From:	Taxi start location
To:	Taxi end location

Chapter 7: Roster Datasets

Delete this text and replace it with your own content.

Chapter 8: Input Data Formats

Delete this text and replace it with your own content.

Glossary

C

Changeover

Driver changing vehicles between trips.

D

Dataset

Consists of the following catalogs:Trips, Stations, Vehicle Types, Deadheads,

Deadhead

Non-revenue earning trip

Duty

P

Post trip

Pre trip

Pull in

Trip from end point of a Service Trip to a Depot

Pull out

Trip from a Depot to start point of a Service Trip.

R

Revision

Saved schedules are stored with a revision number instead of simply being over-written.

Roster

TBD

S

Schedule

Inherits the parent Dataset catalogs and add Vehicle and Driver Gantt

Split

T

Trip

Movement of a vehicle ...

V

Vehicle

Index

Customer Response

Delete this text and replace it with your own content.

End Page

Delete this text and replace it with your own content.