Actions:

- 1. Peter send geographical location of tiplocs (the one used to power the GPS).It is IP of ATOS and PLEASE DO NOT DISTRIBUTE
- 2. Peter to send schedule data for 17th March 2015

Decisions:

- 1. For east coast trains ignore 6 digit unit codes
 - a. they aren't actually east coast trains, its a locomotive that's hired in
 - b. it's not fitted with a GPS
- 2. Ignore records without a CIF_UID (common interface file format)
 - The ones without are short term movements that wasn't planned in the day to day plan as some shit hit the fan and things needed to be done
 - b. CIF_UID is unique day to day

Notes:

- 1. Headcoes
 - a. Tells you type of service
 - i. first letter is class
 - 1. 1 is express passenger
 - 2. 3 is empty coach stock that needs to be quick as it's waiting to be used
 - 3. 5 is empty coach stock
 - 4. 0 is locomotive
 - ii. The letters are rough destinations
 - 1. A is for London
 - 2. N is Newcastle
 - 3. E is scotland to eastern region
 - 4. S reverse of E
 - 5. D Leeds
- 2. Loc-seq
 - a. Not all schedule points are reporting points, that's why it skips
- 3. The weird case with #82208
 - a. Parked under washer road (whatever the hell that means)
 - b. GPS algorithm works with a radius and if it reports a position inside the radius and then next position is reported from outside then it is a "Departed" event and vice versa. The stock was probably sitting on the edge of this radius which explains the numerous A/D events
- 4. #40704
 - a. Two trains going up one after another
 - b. can sort by looking at headcode