



People Capability & Training

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Together, we're delivering a simpler, better, greener railway.

Topics

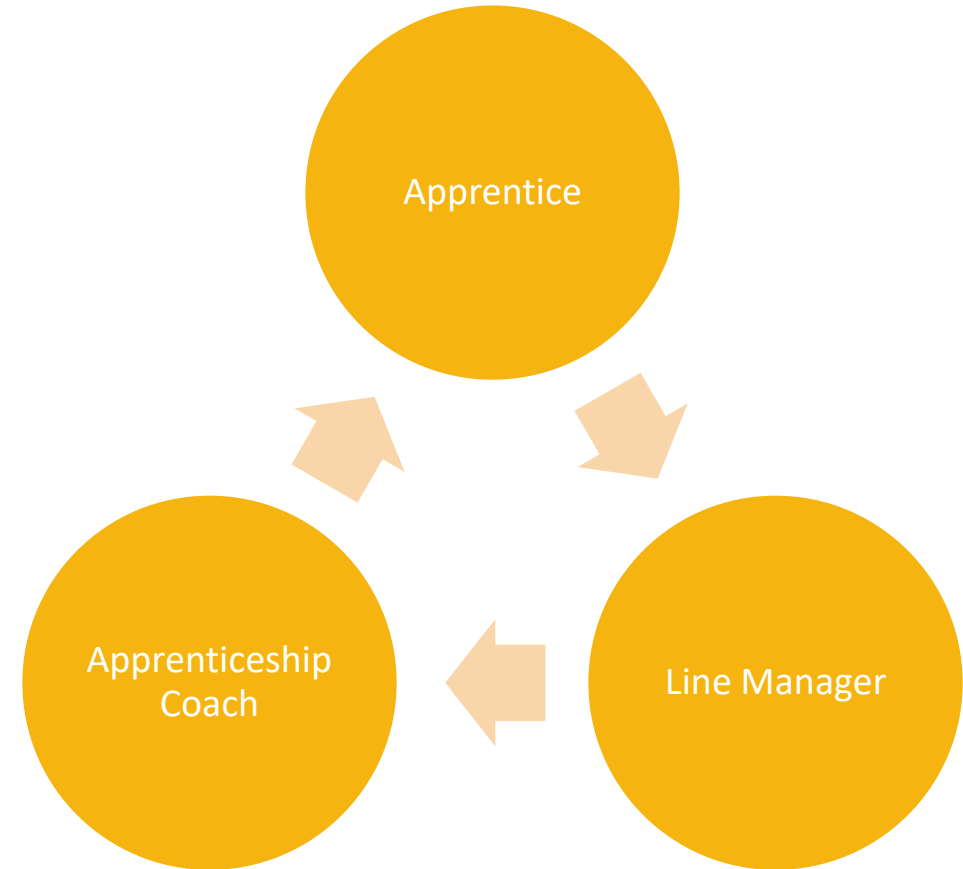
- Apprenticeships
- Training Design
- Training Delivery

Apprenticeship Update



Apprenticeship Tripartite Meetings

- Reviewing progress
- Documenting where the apprentice is on the learning journey
- Identifying learning gaps
- Opportunity to contribute



Industry Track Technician Apprenticeship

- In discussion:
 - Rail Testing
 - Welding
 - Technical Office
- More effective training relevant to first role
- More cost effective for Regions



Training Design Update



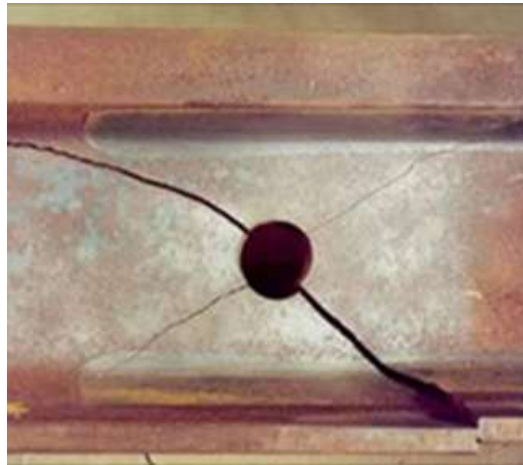
Manual Rail Grinding

- Tr25 replaces Tr80
- Regime 3
- New starter course (10-days)
- Conversion course (5-days)
- Supported by our training supply chain



NDT Training

- Technical Authority funded programme
- Network Rail to own intellectual property of courses
- Opens opportunities for new training suppliers



Training Delivery Update

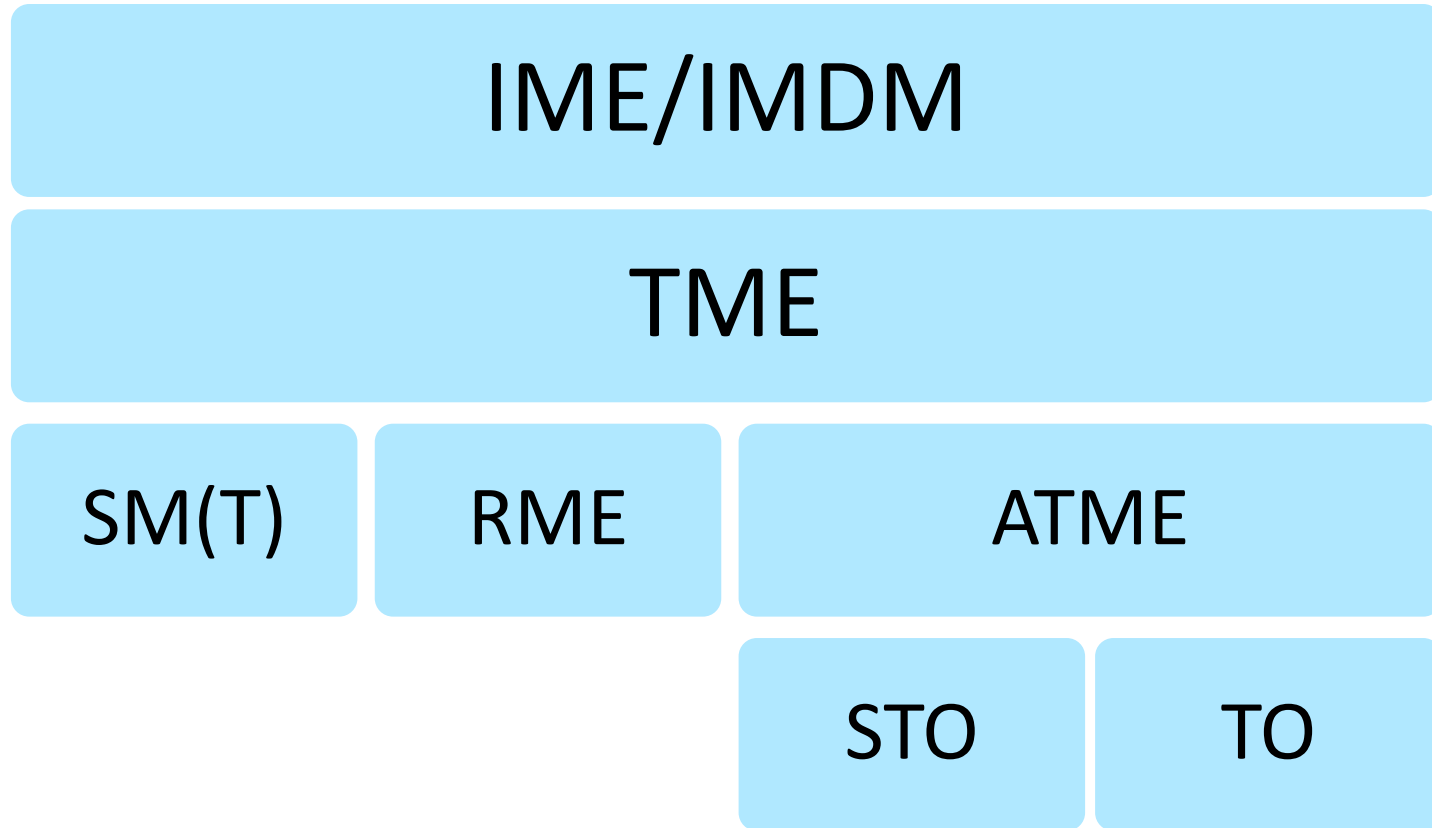


Skills Training (Track, NDT & Welding)

- 26k training days delivered in FY24/25
- 21k days already requested for FY25/26
- 64% booked or trained



Role Programmes Covered for Track



Role Programme Dates

Programme	Event 1	Event 2	Event 3	Event 4	Event 5
TME	Nov 25	Feb 26	May 26	N/A	N/A
RME	14/07 – 18/07/25	15/09 – 20/09/25	17/11 – 21/11/25	19/01 – 23/01/26	N/A
ATME	01/09 – 05/09/25	08/12 – 12/12/25	16/03 – 20/03/26	22/06 – 26/06/26	28/09 – 02/10/26
SM	16/06 – 20/06/25	06/10 – 10/06/25	01/12 – 05/12/25	23/03 – 27/03/26	N/A
SM	15/09 – 19/09/25	17/11 – 21/11/25	09/02 – 13/02/26	11/05 – 15/05/26	N/A
STO	06/05 – 08/05/25	30/06 – 03/07/25	01/09 – 04/09/25	20/10 – 24/10/25	19/11 – 20/11/25
TO	tbc	tbc			

Need to place your demand through your Route Training Support Manager or contact andrew.bull@networkrail.co.uk or gary.smailes@networkrail.co.uk if you're struggling

Example Programme Projects

Cyclic top reduction

Developing a track geometry strategy

Dip angle and voiding analysis

Drainage vs Rail

Grinding strategy for high-risk switches

Hot weather assurance

Improving SVI inspection quality

Improving track geometry analysis

Lubrication upgrade plan from manual units to electrical units and its benefits

Making a positive impact

Predictive approach to cyclic top management

Relationship between vertical and lateral forces, speed, and superelevation in railway curves

Reviewing track geometry aims

Saving costs on rail friction modifiers

Squat type defects formation & impact of downward cracks

Stress restoration assurance

The effect of track geometry on the formation of rail defects and rail wear

Track position monitoring

Using remote monitoring data to predict and prevent crossing failures

What I learnt and applied to my RME role

Recognising People

Aaron McFarling	Darren Green	James Kane	Kenneth McKean	Matthew Oliver	Samuel Barnett
Adelaja Aladejobi	David Howland	James McFarlane	Kevin Edmunds	Michael Cowan	Samuel Graves
Alexander Page	Deon Russell	James Murray-Gates	Kyle Mooney	Michael Hobbs	Sandis Stomers
Alexander Reid	Francis Hyslop	Jamie Gardner	Kyle Reid	Nathan Beaumont	Scott Sloan
Alexander Wilkie	Gareth Jones	Jay Moulding	Lee Draper	Nejdet Bahcesular	Steven Blake
Ashley Collin	Gary Hirst	John Harris-Downham	Lewis Ball	Oliver Tallent	Shaun Baker
Barry Hunter	Gavin Anderson	John Mclean	Lewis Stevens-Toomey	Paul Keary	Stuart Meacham
Benjamin Tarten	George Davenport	John McLernon	Luke Auger	Peter McQueen	Troy Chapman
Bradley Cane	Graham Ovenden	Johnathan Gilchrist	Luke Butterley	Rhys Hughes	Wayne Matthew
Colin Ross	Hannah Swain	Jonathan Lewis	Mark Andrews	Rhys Roberts	Will Spencer
Dale Kitch	Iain Gray	Jonathan Walesby	Mark Newey	Richard Jones	
Daniel Mitchell	Jac Daniel	Joseph Spann	Mark White	Richie Williams	
Daniel Mullen	Jack Horgan	Joshua Geere	Matt Colderwood	Ryan McCabe-Allford	
Daniel Roberts	Jack Margetson	Joshua Weeks	Matthew Carney	Sam Christie	



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