

## Helpsheet 1: WizAnn Publications - Advice on Call-over

Below are a few thoughts and tips based upon questions I am frequently asked about *Calling-over*.

### What is Call-Over?

Call-over - the exercise of verbally reciting a run from memory that you have pre-learned. This could be a *run* listed in the Blue Book (Issued by the PCO) or a new route written by yourself to help with an area you personally find difficult.

### Why is it important to Call-Over the Blue Book runs?

Call-over gives you the ability to name roads and quickly reference a pre-set route mentally. If you stop calling over for 1 or 2 weeks you will find that the runs will begin to fade away, it then becomes very hard to get back into the habit of calling them again. The reason being that runs only stay in your memory short-term. Just like the words to a song, unless you sing it regularly you won't remember it. That is why it is so important to make sure you maintain the runs by calling-over.

### How often and how much should I Call-over?

Call-over should be done on a day to day basis, - two sessions of 30 minutes a day (-basically after calling for 30 minutes you may need a break and a cup of tea). You should reach a standard of calling at least one run per minute. If you do this daily, you will call at least 60 - 80 runs and it will only take you one hour. Calling to a time target is both motivational and good time management. The difference in the standard between someone who calls 60 runs in 4 hours and someone who calls 60 runs in 1 hour, is quite simple, one will have 3 extra hours to pursue any other work they may have, - the other will be very mentally drained. Someone who calls over a lot of runs per day will 9 times out of 10 be of a higher standard than someone who only calls a few. The difference in standard between someone who calls 100 runs per a day and another who calls only 20 is enormous.

**Tip:** Call-Over as many runs as is possible for yourself in a 30 minute session and do this twice a day.

**Tip:** Time management is one of the most crucial aspects to any knowledge candidate.

**Tip:** If you only manage to call 10 runs in each session it is not a problem. Keeping a day-to-day record of the amounts you call will help motivate and improve upon your previous days work. See the example below.

### E.G. Chart for recording your Call-over progress

DATE	Amount Called 1 <sup>st</sup> 30 Mins	Amount Called 2 <sup>nd</sup> 30 Mins	Total
Mon 5 <sup>th</sup>	23	19	42
Tue 6 <sup>th</sup>	26	26	52
Wed 7 <sup>th</sup>	25	28	53

### Should I call points at the same time?

Revise the points at a completely separate time. If you revise the runs with the points it will only slow the whole process down.

### What if I go on holiday?

When on holiday you should quite simply enjoy yourself, relax and to a large degree forget about the knowledge. This will allow your brain time to recoup after its onslaught of information. There is only one catch and that is you must still call-over for one hour a day, if you do not you will find yourself having to work twice as hard on your return to reach the level you were at before you left.

### **Do I need a Call-over partner?**

Calling-over with a partner who is also doing The Knowledge is the easiest way to revise your runs. You will get feedback and encouragement from someone who very much understands the whole situation. When you read your partners runs whilst they are calling over it becomes double revision for yourself.

### **Should my Partner be doing the same companies runs as myself?**

Doing runs written by different people or organisations is actually an advantage. It will lead to lots of map queries and questions that will only enhance your awareness of the best route or possibilities of alternatives.

### **Can I Call-over on my own?**

Although not ideal, it can be done and in some circumstances (depending on the individuals ability to work alone) may be even better than having a partner.

Reasons for working alone:

- 1.You cannot find anybody living near you.
- 2.You do not have the time to visit some one else due to work commitments.
- 3.You do not like working with others.

### **How do I Call-over alone?**

Calling over alone requires a different technique to that with a partner. When alone you should use a Dictaphone or a cassette recorder to record yourself. Use a 30-minute cassette and it will also act as a clock for the session. Looking only at the title of the run - e.g. MANOR HOUSE STATION to GIBSON SQUARE - name all roads and turnings between the two places as fluently and consistently as possible. Continue calling routes until the cassette runs out, rewind the tape and play it back reading the runs as you go. You will hear the errors you may have made and be able to correct them there and then by calling the run again. Revising your runs by sliding your hand slowly down a page will tend to mean that you are reading rather than calling from memory – this is not advisable.

### **Can I Call-over with someone who is not doing the Knowledge?**

Calling-over with someone who is not doing the knowledge is not ideal but it can be done. It is most important that you explain some details to the partner to help them understand what is expected of them.

- **CALL-OVER IS NOT A TEST, IT IS REVISION.**

- If a mistake is made, such as Street instead of Road **DO NOT** stop the person calling, just point out the error when the run has been called.

-If you cannot remember a particular road name within a run, just ask the partner to tell you. ***This is not cheating it is reminding.*** Once told you should begin the run again, this time call the run without stopping. If you go into deep thought attempting to pull the road from memory you will just be hurting your brain and wasting time.

- Never call for longer than an agreed period. If the partner knows the session will only last 20 minutes they will be far more willing to cooperate.

### **Should I visualise the runs as I call them over?**

Visualising the runs is a completely natural learning process. It is achieved purely by the frequency upon which you travel a particular route. A good example of this will be your journey home or your journey to work, at no time did you attempt to picture these roads you travelled upon, yet I am quite sure you can clearly picture them with ease. You can do things whilst learning the runs themselves that will help with visualising, but in general it boils down to the sheer amount of times you have travelled a particular road.

## Helpsheet 3:

## WizAnn Publications - How to Calculate a Route

- This text on Advanced Run Analysis is aimed at *Knowledge* students who have finished the Blue Book.

The following is intended to give you an insight into how to calculate a route from A to B, based upon a *moving line*. It will also show why using a *straight fixed line* on the map often leads to unnecessary detours.

Having a relatively good idea of how routes are calculated, enables you to improve upon your own sense of direction and to know just what it is that you are trying to achieve with any given journey.

### What is a good route?

Your aim is to travel from A to B by the shortest distance. There are usually several good and acceptable answers to each journey (Point to Point). Your own judgement about this is just as valid as anybody else's and should be based upon common sense.

### Example 1

#### Peckham Police Station to Novotel International.

The following are three different ways of getting from A to B. Two are based upon a straight fixed line calculation and one on a moving line. It is this moving line principal that will give you the best calculation and shortest route by avoiding unnecessary detours onto a line.

All three routes will be analysed to show in detail their differences in the way they have been calculated. Bold italic lettering has been used to highlight the differences between each of these journeys.

#### Route 1 - Based on moving line

Peckham Police Stn to Novotel International

Lve on L Peckham High St  
 R Consort Rd  
 R Clayton Rd  
 L Peckham High St  
 F Peckham Rd  
 F Camberwell Ch. St  
 F Camberwell Green  
 F Camberwell New Rd  
 F Harleyford St  
 F Kennington Oval  
 F Harleyford Rd  
 L South Lambeth Rd  
 R Parry St  
**R** ***Bondway***  
**F** ***Vauxhall Cross***  
**F** ***Bridge Foot***  
**F** ***Vauxhall Bridge***  
**F** ***Bessborough Gdns***  
**F** ***Vauxhall Bridge Rd***  
**L** ***Warwick Way***  
**F** ***Ebury Bridge***  
**F** ***Pimlico Rd***  
**R** ***Lower Sloane St***  
**L** ***Turk's Row***  
**R** ***Franklin's Row***  
**L** ***St. Leonard's Terrace***  
**R** ***Walpole St***  
**F** ***Anderson St***  
**F** ***Sloane Ave***  
**F** ***Pelham St***  
**F into** ***South Kensington Junction***  
**Lve by** ***Old Brompton Rd***  
**R** ***Glendower Place***  
**L** ***Harrington Rd***  
**F+R** ***Stanhope Gardens***  
**L** ***Cromwell Rd***  
 F West Cromwell Rd  
 F Talgarth Rd  
 R Under Flyover  
 R: back into Talgarth Rd  
 L Shortlands  
 L Chalk Hill Rd

S.D.O.L.

#### Route 2 - Based on fixed line

Peckham Police Stn to Novotel International

Lve on L Peckham High St  
 R Consort Rd  
 R Clayton Rd  
 L Peckham High St  
 F Peckham Rd  
 F Camberwell Ch. St  
 F Camberwell Green  
 F Camberwell New Rd  
 F Harleyford St  
 F Kennington Oval  
 F Harleyford Rd  
 L South Lambeth Rd  
 R Parry St  
**R** ***Bondway***  
**F** ***Vauxhall Cross***  
**F** ***Bridge Foot***  
**F** ***Vauxhall Bridge***  
**F** ***Bessborough Gdns***  
**F** ***Vauxhall Bridge Rd***  
**L** ***Grosvenor Rd***  
**F** ***Chelsea Embankment***  
**F** ***Cheyne Walk***  
**F** ***Cremorne Rd***  
**F** ***Ashburnham Rd***  
**F** ***Tadema Rd***  
**F** ***Gunter Grove***  
**F** ***Finborough Rd***  
**F** ***Warwick Rd***  
 L West Cromwell Rd  
 F Talgarth Rd  
 R Under Flyover  
 R: back into Talgarth Rd  
 L Shortlands  
 L Chalk Hill Rd

S.D.O.L.

#### Route 3 - Based on fixed line

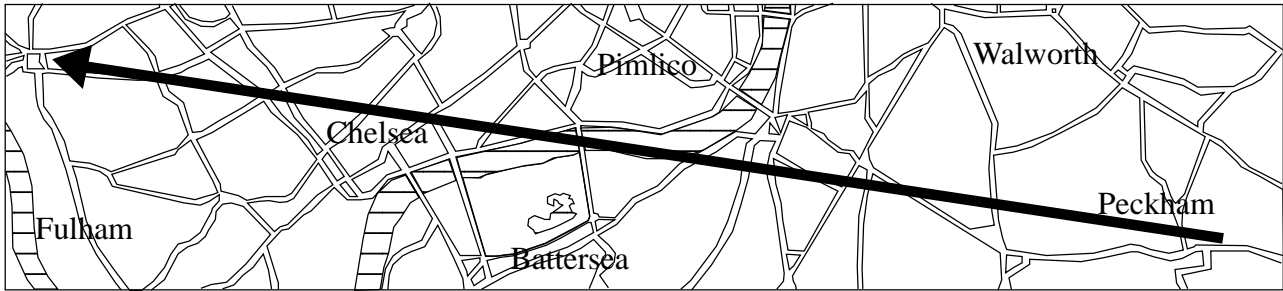
Peckham Police Stn to Novotel International

Lve on L Peckham High St  
 R Consort Rd  
 R Clayton Rd  
 L Peckham High St  
 F Peckham Rd  
 F Camberwell Ch. St  
 F Camberwell Green  
 F Camberwell New Rd  
 F Harleyford St  
 F Kennington Oval  
 F Harleyford Rd  
 L South Lambeth Rd  
 R Parry St  
**F** ***Nine Elms Lane***  
**F** ***Battersea Park Rd***  
**R** ***Prince of Wales Drive***  
**Comply** ***Queens Circus***  
**Lve by** ***Queenstown Rd***  
**F** ***Chelsea Bridge***  
**L** ***Chelsea Embankment***  
**F** ***Cheyne Walk***  
**F** ***Cremorne Rd***  
**F** ***Ashburnham Rd***  
**F** ***Tadema Rd***  
**F** ***Gunter Grove***  
**F** ***Finborough Rd***  
**F** ***Warwick Rd***  
 L West Cromwell Rd  
 F Talgarth Rd  
 R Under Flyover  
 R: back into Talgarth Rd  
 L Shortlands  
 L Chalk Hill Rd

S.D.O.L.

More roads will not necessarily mean a longer distance.

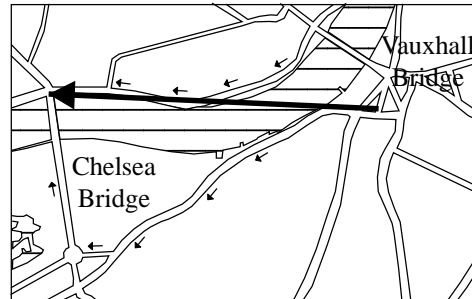
To begin to calculate your route you need to take a line from Point A to Point B. A line from Peckham Police Station to Novotel International would look something like the drawing below and travel straight through Chelsea Bridge. This is a **rough guide** line to the direction of your journey.



Because of the few options available you will see that the first part of the journey is preordained. All three routes will be the same as below until Parry St!

- Lve on L      Peckham High St
- R              Consort Rd
- R              Clayton Rd
- L              Peckham High St
- F              Peckham Rd
- F              Camberwell Ch. St
- F              Camberwell Green
- F              Camberwell New Rd
- F              Harleyford St
- F              Kennington Oval
- F              Harleyford Rd
- L              South Lambeth Rd
- R              Parry St

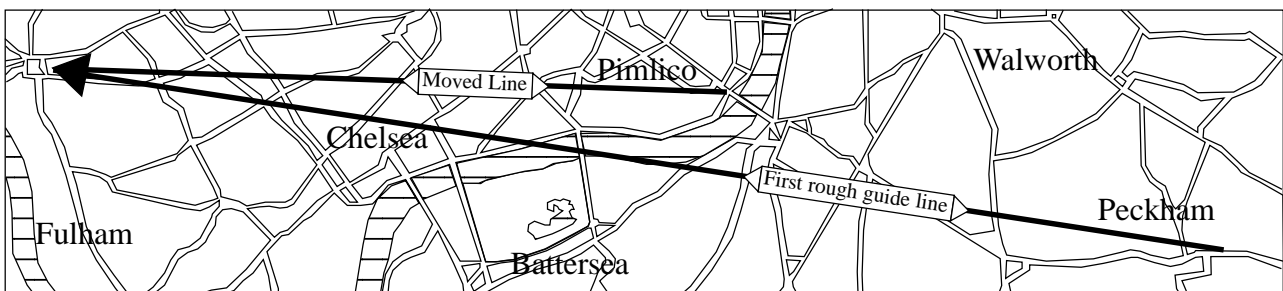
It is only once you reach Parry St that a Question should arise. Should you head to Chelsea Bridge and cross as the fixed line suggests, or cross at Vauxhall Bridge? What you need to do is take a line from where your two ideas part and where they meet up. This will give a fairly accurate idea as to what is the shortest journey between these two points.



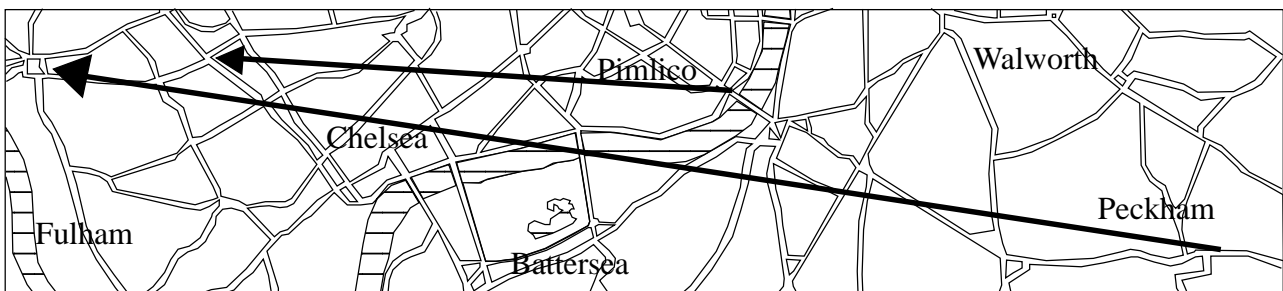
As you can see using Chelsea Bridge between these two points will be the longer journey. It is quite literally the wrong way. You would have detoured and added unnecessary distance.

If you have been given a journey from Vauxhall Bridge (Southside) to Chelsea Bridge (Northside) you would draw a line between these two points and rightly cross by the shortest option of Vauxhall Bridge. But if that line began back in Peckham, the fixed line would force you to make the same journey - crossing by Chelsea Bridge. This cannot be correct. The shortest journey between Vauxhall Bridge and Chelsea Bridge will always be the same regardless of where the line began.

If you cross Vauxhall Bridge, which you most definitely should on this journey, you must then re-evaluate from Vauxhall Bridge North side to Novotel International. Do not use the line you initially drew which started back in Peckham. It is void as soon as you move away and leave it behind.

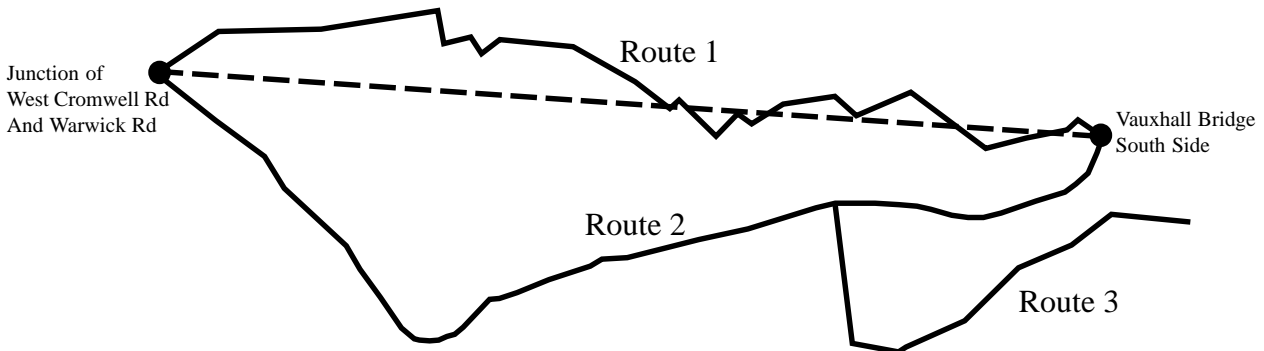


Taking the line to the correct location is your next concern. In this instance your final destination (Novotel International) cannot be reached without first getting onto the West Cromwell Rd. This means that for best results you need to take your line from Vauxhall Bridge to The Junction of West Cromwell Rd & Warwick Rd.



This tweaks the run even further away from the idea of perhaps following the river and instead heading through Sloane Sq.

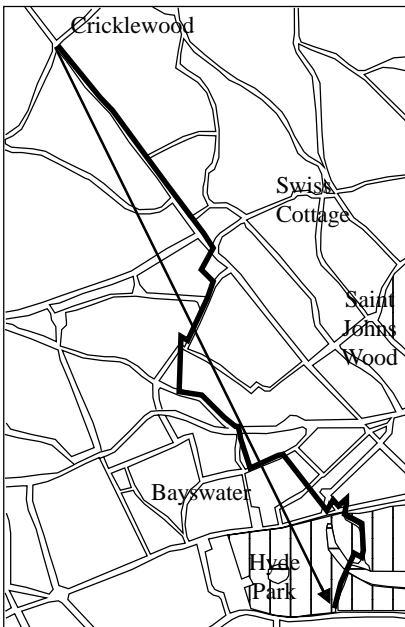
Below are the lines following the journey of the three routes given (Peckham Police Station to Novotel International). This should clearly show that if you leave your line fixed and take it to the incorrect point you will cause the journey to be longer. The Dashed line highlights the fact that the journeys in essence are only different in the respect of how they get from Vauxhall Bridge to the Junction of West Cromwell Rd and Warwick Rd. When looked at like this Route 1 should be the journey you will favour most. Route 3 is definitely wrong.



To analyse the difference between these three routes cannot be done based on a fixed line from Peckham Police Station to Novotel International. It must be done based upon the differences. All three routes reach the base of Vauxhall Bridge. The route using Chelsea Bridge is obviously wrong and can be discounted. The other two routes only differ in their journey from the north side of Vauxhall Bridge to the junction of Warwick Rd and West Cromwell Rd. It is between these two points that you must draw a new line to evaluate the difference.

### Example 2

#### Route 1



#### Cricklewood Lane to Princes Gate

- Lve on L
- F Cricklewood Broadway
- F Shoot Up Hill
- R Kilburn High Rd
- F Cambridge Ave
- F Cambridge Gardens
- R Rudolph Rd
- F Kilburn Park Rd
- R Kilburn Park Circus
- F Kilburn Park Rd
- R Shirland Rd
- L Chippenham Rd
- L Harrow Rd
- R Lord Hills Bridge
- F Porchester Rd
- L Bishops Bridge Rd
- R Gloucester Terrace
- L Lancaster Terrace
- R Westbourne St
- L Stanhope Terrace
- R Brook St
- F Victoria Gate
- F The {West Carriage Drive} Ring
- B|R Serpentine Rd
- B|L Serpentine Bridge
- F The {West Carriage Drive} Ring
- F Alexandra Gate
- L Kensington Rd
- R into Princes Gate

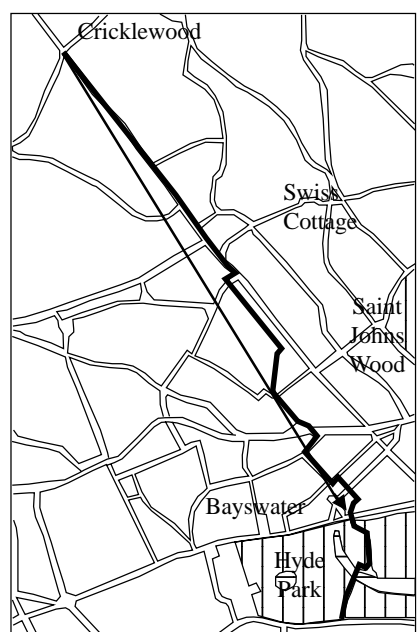
With a fixed line route 1 looks quite sensible. In reality this route is completely wrong. The fact is you must go through Victoria Gate so to take the line to Princes Gate initially will cause you to detour.

#### Cricklewood Lane to Princes Gate

- Lve on L
- F Cricklewood Broadway
- F Shoot Up Hill
- R Kilburn High Rd
- L Kilburn Park Rd
- F Randolph Gdns
- R Randolph Ave
- B|L Sutherland Ave
- F Warrington Cres
- Comply Warwick Ave
- Lve by Harrow Rd Circus
- L Bishops Bridge Rd
- L Eastbourne Terrace
- R Praed St
- F London St
- R Sussex Pl
- F Stanhope Terrace
- L Brook St
- F Victoria Gate
- F The {West Carriage Drive} Ring
- B|R Serpentine Rd
- B|L Serpentine Bridge
- F The {West Carriage Drive} Ring
- F Alexandra Gate
- L Kensington Rd
- R into Princes Gate

The line in route 2 has been taken to the correct location of Victoria Gate. This causes you to calculate an entirely different route to that of route 1.

#### Route 2

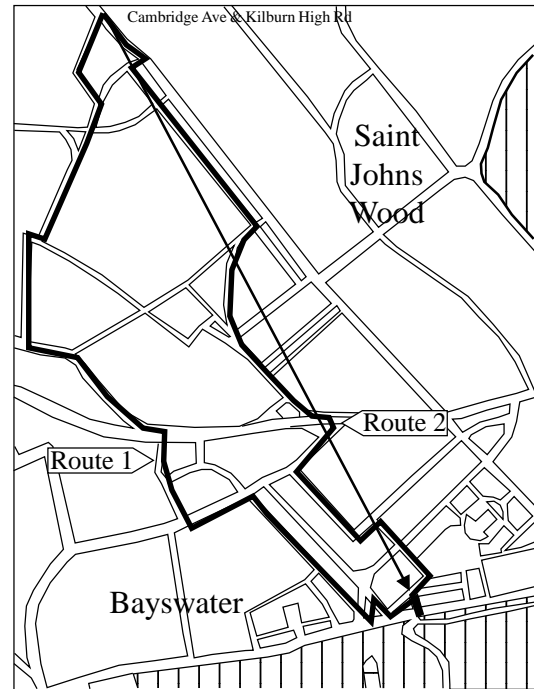


## Example 2 - Continued

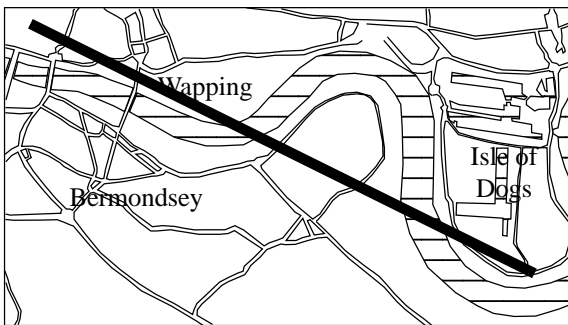
The map to your left shows Route 1 & Route 2's journey (Cricklewood Lane to Princes Gate) from the junction of Cambridge Ave and Kilburn High Rd to Victoria Gate. Route 1 & Route 2 are the same until they reach this junction (Cambridge Ave and Kilburn High Rd) they then go in entirely different directions until they meet again at Victoria Gate.

This map highlights the fact, not only must you take the line to the correct place but also that the line moves with you. *You must take the line from where you are at any given time not where you were.* The difference in the two journeys analysed is not how they travel from Cricklewood Lane to Princes Gate but how they travel from the junction of Cambridge Ave and Kilburn High Rd to Victoria Gate.

The line has moved from Cricklewood lane down to the junction of Cambridge Ave and Kilburn High Rd, if it was necessary it would move again as we move. This should be the final move of the line because the direction needed should now be clear to see without any further adjustments. It is much easier to see with this moving line that route 1 is going in the wrong direction. Route 1 is a full Kilometre longer than route 2.

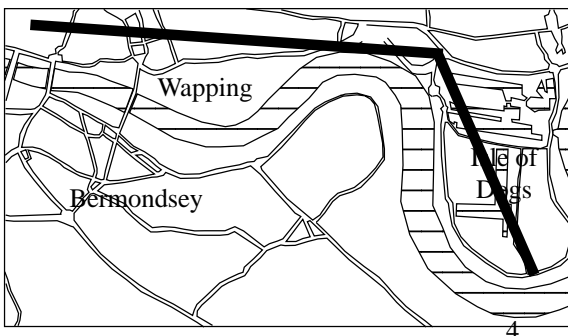


## Example 3



This is a quick example to highlight the obvious flaw of the straight fixed line.

You would not dream of taking a straight line from Bucklersbury to Island Gardens Station and then calculating a route over Tower Bridge and then back through Rotherhithe Tunnel. This emphasizes the fact that you must take your line to the correct location, and that is not necessarily the final destination but the point before it, which has to be reached in order to reach your final Destination.



If you are going to use a line to judge this route it would be drawn something like this. This example shows clearly why you must move the line.

## Summary

The line is a general guide that if misused can lead to some grave mistakes.

- 1) The Line is not fixed! When you move, the line comes with you and you should re-evaluate your route from where you are at that moment - not where you were when the run began.
- 2) Take the Line to the correct Location! That is the place; bridge; gate; park or corner of a park that you must first reach to enable you to reach your final destination. The line can move as many times as you deem necessary.
- 3) Go anyway you like as long as it is not the wrong way! You should intrinsically know just by common sense or logic that the journey you have used is reasonable and acceptable, or not. Acceptability is the key. Cab drivers could argue all day long about which way is best and never agree. **They all agree on what is the wrong way!**