

Appendix A – Final Sections of the DAG reflecting the changes that would be brought into effect with approval of Proposal for Change – NR/P131 Removal of delay code QL to be replaced with proposed JB code.

4.1.10 If the largest cause of delay is a succession of unexplained sub-threshold cumulative delays, whether attributed as such or otherwise, the provisions of DAG Section 4.33 apply.

Example

Suppose a Plymouth to York train is delayed as follows:-

At Plymouth:	10 minutes due to vehicle defect.
Approaching Bristol:	3 minutes due to loss of path.
Approaching Derby:	8 minutes due to signal failure.
Approaching Sheffield:	4 minutes due to waiting platform (due to its late running it has lost its platform 'slot').

The Minutes Delay approaching Bristol would be attributed to the vehicle defect but using the Delay Code YC or YD to describe its loss of path. If no time were regained then the 4 Minutes Delay approaching Sheffield would also be attributed to the vehicle defect using code YO since the 13 Minutes Delay due to this exceeds the 8 Minutes Delay due to the signal failure. However, if the train had regained all but 5 minutes by the time it left Birmingham, the delay outside Sheffield would be attributed to the signal failure since only 5 minutes of the lateness approaching Sheffield is due to the vehicle defect. It is important that the effects of subsequent incidents are properly taken into account when considering the attribution of reactionary delays, and determining where the earlier incident's effects have ceased.

Apart from YL in respect of FOC delays (See 4.28.2), the only other exception is where the main or only cause of delay is a P* coded incident in which case the code JB is to be used, reflecting that the location of the Recovery Time in the train schedule does not avoid conflicts with other trains after the TSR has been encountered. See Sections 4.29 and 4.34.

4.8.13 Likely Circumstances:

No	Circumstances	Delay Code	Incident Attribution
a.	Train Operator(s) and Network Rail agree not to retime trains for pre-planned Possessions between the Recording Points where the work is taking place, and sufficient Recovery Time exists to avoid delays to other services	PF	Not the responsibility of any organisation (PQ**)
b.	Train Operator(s) and Network Rail agree not to retime WTT trains for pre-planned Possessions between the Recording Points or where Network Rail fail to make necessary re-timings. <ul style="list-style-type: none"> the work is taking place but delays exceed maximum Recovery Time per train; or no recovery time exists to avoid delays to other services. 	QB	Network Rail (QQ**) (Excess minutes only)
c.	Train Operator(s) and Network Rail agree not to retime trains for pre-planned TSRs but in doing so delay other trains not included in the agreement	JB	Separate incident for such trains attributed to Network Rail (IQ**). This includes any trains operated by Operator(s) party to the agreement, but which would not otherwise have been delayed or for which adequate Recovery Time is not available.

4.33.2 If the train has been regulated correctly and it is known why it has lost time (e.g. several successive TSRs or running with lower powered/speed locomotive or unit) then a separate Incident should be created with a Delay Code describing the cause and attributed as per the appropriate section of this Guide. The Reactionary Delay should then be attributed to the Incident. In addition, the previous delays may also be allocated to the incident but will not count in the performance regime if they are below the contractual threshold. When the below threshold delays are due to P-coded TSRs, the reactionary delay should be coded JB/IQ**, as per paragraph 2.6.7. Where possible, delays below the threshold should be attributed.

SECTION J - FURTHER INFRASTRUCTURE CAUSES

Abbreviated Departmental Cause Code: INF

These codes are for delays caused by other signalling, trackwork and electrical supply equipment failures and defects not covered by the I-codes.

CODE	CAUSE	ABBREVIATION
JA	TSR speeds for Track-work outside the Rules of the Route	TSR O-ROTR
JB	Reactionary Delay to "P" coded TSR	PLND TSR
JC	Telecom cable failure (transmission sys & cable failures)	COMM LINKS
JD	Bridges/tunnels/buildings (other than bridge strikes)	STRUCTURES
JG	ESR/TSR due to cancelled possession/work not completed	ESR/TSR
JH	Critical Rail Temperature speeds, (other than buckled rails)	HEAT SPEED
JI	Swing/lifting bridge failure	SWING BDGE
JK	Flooding not due to exceptional weather	FLOODING
JL	Network Rail/TRC Staff error	STAFF
JM	Change of Signal Aspects - no fault found	ASPECT CHG
JN	Possession cancellation	POSSN CANC
JO	Rolling Contact Fatigue	RCF
JP	Failure to maintain vegetation within network boundaries in accordance with prevailing Network Rail standards	VEG STD
JQ	Trains striking overhanging branches/vegetation (not weather-related)	TREE OHANG
JR	Signals/track signs obscured by vegetation	HIDDEN SIG
JS	Condition of Track TSR Outside Rules of Route	COTTSR ORR
JT	Points failure caused by snow or frost where heaters are not fitted	NO PNT HTR
JX	Miscellaneous items (including trees) causing obstructions, not the result of trespass, vandalism, weather or fallen/thrown from trains	MISC OBS
J0	Telecom radio failures IVRS/GSM-R	GSM-R FLR

J2	TRTS Failure	TRTS FLR
J3	Axle Counter Failure	AXLE FLR
J4	Safety Issue No Fault Found	INF NFF
J5	NR DOO monitor/mirror failure	DOO MON FLR
J6	Lightning strike against unprotected assets	LIGHTNING
J7	ETCS/ ERTMS Equipment Failure (excluding communications link and balises)	ETCS FLR
J8	Damage to infrastructure caused by on-track machine whilst operating in a possession	ONTRK DMG
J9	Preventative Maintenance to the infrastructure in response to a Remote Condition Monitoring Alert	RCM ALERT

SECTION Q - NETWORK RAIL NON-OPERATING CAUSES

Abbreviated Departmental Cause Code: COMM

CODE	CAUSE	ABBREVIATION
QA	WTT Schedule / LTP process	WTT SCHED
QB	Planned engineering work - diversion/SLW not timetabled (outside rules of the route)	DIVRSN/SLW
QH	Adhesion problems due to leaf contamination	LEAF SLIP
QI	Cautioning due to railhead leaf contamination	RLHD CONT
QJ	Special working for leaf-fall track circuit operation	LEAVES T/C
QM	STP schedule / STP process	STP SCHED
QN	VSTP schedule / VSTP process (TSI created schedule)	TSI SCHED
QP	Reactionary Delay to "P" coded Possession	PLND LOP
QQ	Simplifier Error Ops Planning	OPS S ERR
QT	Delay accepted by Network Rail as part of a commercial agreement where no substantive delay reason is identified	TAKEBACK
QZ	Other Network Rail non-Operating causes	COMM OTHER