Appendix A – marked up versions of the DAG

DAB/P014

DAB/P014 – Removal of delay code FF – Booked train crew used for another service

SECTION F - FREIGHT OPERATING COMPANY CAUSES

Abbreviated Departmental Cause Code: FOC

These codes are for delays caused by Freight Operating Companies/Res except for T&RS problems (M-codes) and those due to Terminal Operations (A-codes). Incidents are attributable to the company running the train.

CODE	CAUSE	ABBREVIATION
FA	Dangerous goods incident	DGI INCDT
FB	Train stopped on route due to incorrect marshalling	REMARSHALL
FC	Freight train driver	FCDRIVER
FD	Booked loco used on additional/other service	LOCO USED
FE	Traincrew rostering error/not available, including crew relief errors	NO T/CREW
FG	Driver adhering to company professional driving standards or policy	PRO DVR
FH	Train crew/loco diagram/planning error (See also DAG Section 4.31.2)	DIAG ERROR
FI	Delay in running due to the incorrect operation of the on-board ETCS/ ERTMS equipment – i.e. wrong input by driver.	ETCS INPUT
FJ	Train held at Customer's request	RETIME REQ
FK	Train diverted/re-routed at Customer's request	DIVERT REQ
FL	Train cancelled at Customer's request	CANCEL REQ
FM	Tail lamp/head lamp out or incorrectly shown	TAIL LAMP
FN	Late presentation from Europe	LATE CHUNL
FO	Delay in running believed to be due to Operator, but no information available from that Operator	FOC UNEX

FP	Incorrect route taken or route wrongly challenged by driver, including SPAD's	FTO MISRTE
FS	Delay due to ETCS/ ERTMS on-board overriding driver command	ETCS OVRD
FT	Freight Operator autumn-attribution Neutral Zone delays	LF NEUTRAL
FU	Formal Inquiry Incident - possible Operator responsibility	JOINT INQ
FW	Late start/yard overtime not explained by Operator	LATE START
FX	Freight train running at lower than planned classification	LOW CLASS
FY	Mishap caused by Freight Operating Company or on FOC-owned infrastructure	FOC MISHAP
FZ	Other Freight Operating Company causes, including Freight Operating Company Control directive, cause to be specified	FOC OTHER

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DAMG/P05

DAMG/P05 – New Code YQ – Passenger overcrowding caused by a train being of short-formation

3.1.5 If an operator's service is delayed due to overcrowding as a result of *an* operator's train either being cancelled, or delayed, any delay or cancellation is to be attributed to *the* prime cause of why the initial train was delayed, or cancelled.

3.1.6 *Where an operator's service suffers delay as a result of overcrowding or station overtime due to that train being of short-formation, and all reasonable attempts to mitigate have been made, the delay should be attributed to the prime cause incident that resulted in the train being of short formation for that service.*

SECTION Y - REACTIONARY DELAYS

Abbreviated Departmental Cause Code: REAC

These codes relate to knock-on effects of late running trains. TRUST will ask the inputter to identify the incident causing the original delay to the (other) train involved

CODE	CAUSE	ABBREVIATION
YA	Lost path - regulated for train running on time	REG-ONTIME
YB	Lost path - regulated for another late running train	REG-LATE
YC	Lost path - following train running on time	FOL-ONTIME
YD	Lost path - following another late running train	FOL-LATE
YE	Lost path - waiting acceptance to single line	TO S/LINE
YF	Waiting for late running train off single line	OFF SLINE
YG	Regulated in accordance with Regulation Policy	CORRCT REG
YH	Late arrival of inward loco	INWD LOCO
YI	Late arrival of inward stock/unit	INWD STOCK
YJ	Late arrival of Traincrew on inward working	INWD CREW
YK	Waiting connecting Freight or Res traffic to attach	CNNCTN TFC
YL	Waiting passenger connections within Connection Policy	AUTHSD CON
YM	Special stop orders agreed by Control	AUTHSD SSO
YN	Booked traincrew not available for late running train	FIND CREW
YO	Waiting platform/station congestion/platform change	PLATFORM

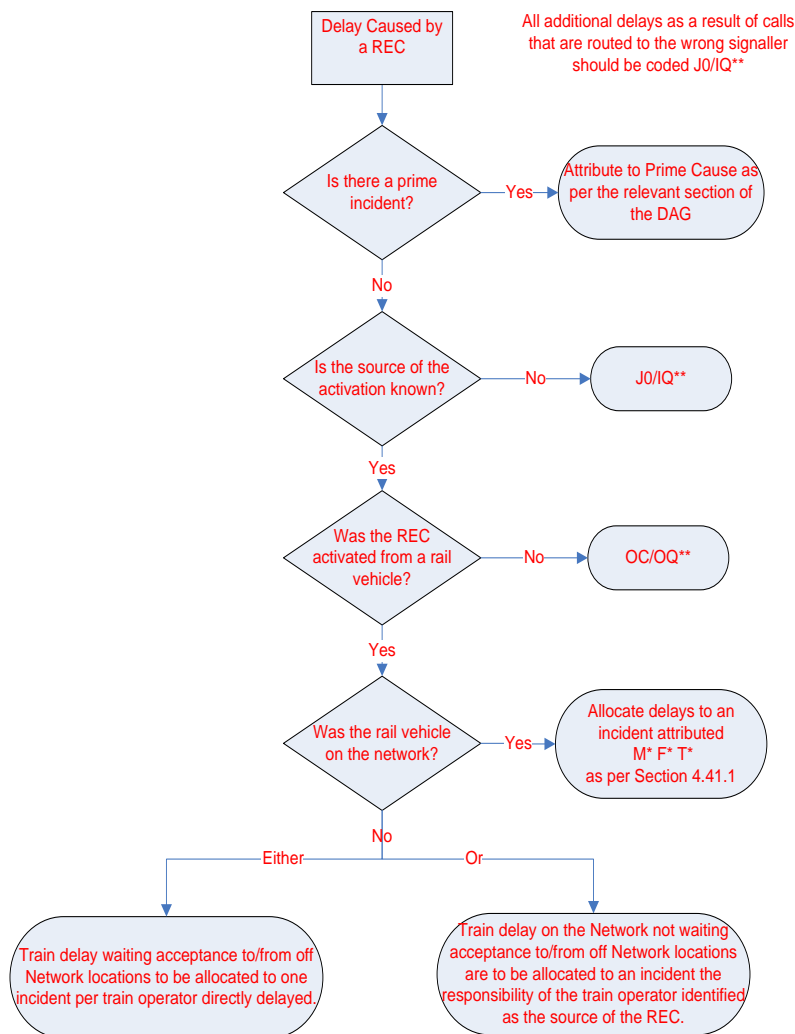|		
YP	Delayed by diverted train	DIVERSION
YQ	*Passenger overcrowding caused by a train being of short-formation*	*SHRT FRMD*
YU	Prime cause of most unit swaps	UNIT SWAPS
YX	*Passenger overcrowding caused by delay/cancellation of another train*	*OVER CRWD*

DAMG/P06

DAMG/P06 – Revised GSMR-1 Flowchart

4.41 Operational GSM-R (Railway Emergency Call)

Under normal circumstances all delays will be coded to the Prime cause for the reason for the REC. However, if the prime cause and/or the initiating train cannot be identified the delay will initially be coded J0 (ZERO) (1). In these circumstances the delays maybe recoded when further information becomes available.

GSM- R REC 4.41.1

```
                                    All additional delays as a result of calls
      ┌─────────────────┐          that are routed to the wrong signaller
      │ Delay Caused by │            should be coded J0/IQ**
      │     a REC       │
      └────────┬────────┘
               │
          ╱────▼────╲                ┌─────────────────────┐
         ╱ Is there a ╲───Yes──────▶ │ Attribute to Prime  │
         ╲ prime      ╱               │ Cause as per the    │
          ╲ incident?╱                │ relevant section of │
           ╲───┬───╱                  │ the DAG             │
               │ No                   └─────────────────────┘
          ╱────▼────╲
         ╱ Is the    ╲───No───────▶  ( J0/IQ** )
         ╲ source of ╱
          ╲ the      ╱
           ╲activation known?╱
               │ Yes
          ╱────▼────╲
         ╱ Was the   ╲───No───────▶  ( OC/OQ** )
         ╲ REC       ╱
          ╲activated ╱
           ╲from a rail vehicle?╱
               │ Yes
          ╱────▼────╲                ┌─────────────────────┐
         ╱ Was the   ╲───Yes──────▶ │ Allocate delays to  │
         ╲ rail      ╱               │ an incident         │
          ╲ vehicle  ╱               │ attributed          │
           ╲on the network?╱         │ M* F* T*            │
               │ No                  │ as per Section 4.41.1│
         Either │ Or                 └─────────────────────┘
       ┌────────┴────────┐
```

┌────────────────────────┐   ┌────────────────────────┐
│ Train delay waiting   │   │ Train delay on the   │
│ acceptance to/from off │   │ Network not waiting   │
│ Network locations to   │   │ acceptance to/from off │
│ be allocated to one   │   │ Network locations are │
│ incident per train   │   │ to be allocated to an │
│ operator directly   │   │ incident the   │
│ delayed.   │   │ responsibility of the │
│   │   │ train operator   │
│   │   │ identified as the   │
│   │   │ source of the REC.   │
└────────────────────────┘   └────────────────────────┘

4.41.1. Likely Circumstances

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