

Delay Attribution Board

**DELAY  
ATTRIBUTION  
GUIDE**

**ISSUE DATED – *16th September* 2007** |

***Issued by:***

Secretary

Delay Attribution Board

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## **Forward**

This Guide is issued by the Delay Attribution Board - a joint industry body remitted to provide guidance to the industry on delay attribution issues.

The Guide is being re-issued in order to incorporate accepted proposals for amendment to the Guide made by various Track Access Parties that were put out to general industry consultation, which closed on the *02<sup>nd</sup> May 2007*, and subsequently approved by the Delay Attribution Board and accepted by the Office of Rail Regulation.

## **Issue Revision and Distribution**

This Guide will be updated and distributed, in its complete form, not more than twice per year, with any amendments being marked by a vertical black line in the adjacent right margin, additional/revised wording will be shown in italics, and deletions will be hidden (but the deletion still being shown by the black line in the margin) comparing the new document with the previous publication.

This document is issued to all Track Access Parties by the Delay Attribution Board. From *16<sup>th</sup> September* 2007 this document supersedes the previous version of the Delay Attribution Guide that was issued on December 12<sup>th</sup> 2004.

## Delay Attribution Board

### Delay Attribution Statement of Good Practice

This Statement of Good Practice is issued by the Delay Attribution Board to parties involved in the Delay Attribution Process. It has been developed in consultation with all Industry Parties and the Board considers it has wide support. While the Statement is not intended to create contractual rights or obligations the Board will expect Industry Parties to have due regard to the Statement when participating in the Delay Attribution Process.

Track Access Parties and their employees involved in the Delay Attribution Process should:

- Work together to achieve the industry vision of Delay Attribution:

***“For all parties to work together to achieve the core objective of delay attribution – to accurately identify the prime cause of delay to train services for improvement purposes”***,

and in doing so

- Follow good practice in undertaking the process of delay attribution by:

- i) accepting that the prime objective of delay attribution is to identify the prime cause of delay to train services for improvement purposes;
- ii) accepting responsibility for ensuring that adequate resources are applied to the delay attribution process and that sufficient controls / processes are in place to ensure that attribution staff remain impartial in the attribution of delay;
- iii) committing to train their staff effectively in the process of delay attribution and maintain their competence through a regular programme of competency assessment;
- iv) ensuring that all appropriate information and systems are fully utilised / investigated before allocation of any incident to an Industry Party;
- v) only challenging attribution of an incident where there are appropriate reasons for doing so, and in so doing only providing substantive information that informs of exactly what is being challenged to enable, where possible, correct attribution;
- vi) working together to identify correctly the cause of an incident, no matter who that incident is attributed to, recognising that it may be necessary to re-attribute on the basis of new information;
- vii) assisting the delay attribution process by providing whatever information is necessary to enable the correct attribution of delay and confirming the source of the information as required.
- viii) working together to identify all delay (even below threshold) where practicable and cost effective;
- ix) avoiding adding abusive or derogatory comments to any records (systems based or otherwise) relating to Delay Attribution;
- x) to work together to develop key indicators on the accuracy of the delay attribution process that enable each party to identify areas where the process is not being applied effectively and agree to identify and implement action plans to improve the process;
- xi) having in place nominated persons for each level of the delay attribution process.

# DELAY ATTRIBUTION GUIDE

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**Appendix A**      Delay Causation Codes

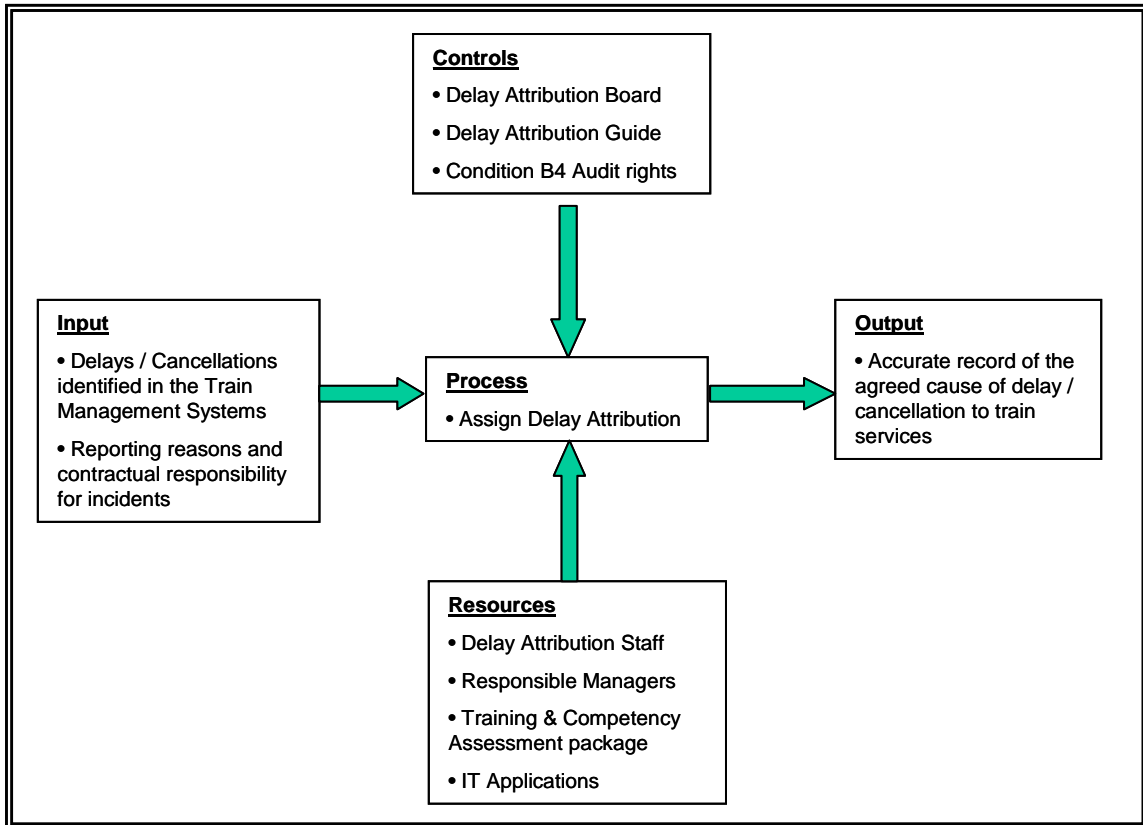
**Appendix B**      Required Responsible Manager Types

## SECTION 1: INTRODUCTION

### 1.1 THE NEED FOR A DELAY ATTRIBUTION GUIDE

- 1.1.1 The accurate identification of the causes of Minutes Delay, Cancellations, Diversions and other events is of prime importance to enable all parties attributed with such information to identify action plans to improve operational performance. The Delay Attribution Vision and Statement of Good Practice (shown at the front of this document) underpin the way in which this will be achieved.
- 1.1.2 This document gives guidance on coding and attribution of Minutes Delay, Cancellations etc. so that there is a consistency of application and approach by all parties involved in the process of Delay Attribution.
- 1.1.3 The Delay Attribution Guide deals with the process of identifying the cause of delays / cancellations on the Network (that are reported in the Train Management Systems) and the process can be shown in diagrammatic form as seen in Diagram 1 below.

**Diagram 1: Delay Attribution Process**



## **1.2 CONTEXT OF THE GUIDE**

- 1.2.1 The Delay Attribution Guide is incorporated into and forms part of the Network Code. However, the use of the word “Guide” is important as the document is not intended to cover every particular circumstance. A complete set of “rules” would be a constraint on contract management by the parties.
- 1.2.2 It is intended that the Delay Attribution Guide is the source of guidance on the delay attribution process as a whole to all Track Access Parties, and others involved in the delay attribution process.
- 1.2.3 This document can only be amended by the process defined in the Network Code - Part B. In brief this requires a formal proposal for amendment to be made in writing to the Secretary of the Delay Attribution Board (the Board). A period of industry consultation on the proposal for amendment will then take place before the Board considers the merits of adopting the proposal. The Board may then recommend that the proposal for amendment is adopted to ORR whose approval is required before an amendment can take effect. Any changes so approved will come into effect on a defined date, (i.e. will not apply retrospectively before that date). **Note:** this is a short explanatory note – please refer to Network Code Part B 2.5, 2.6 and 2.7 for the full process (which take precedence over this paragraph if there is any doubt).

## **1.3 PROVISION OF INFORMATION**

- 1.3.1 **All parties involved in the process of correct identification of causes of delay are required to provide any information necessary to facilitate anyone working to establish Delay Attribution.** In order to do this all parties will ensure that adequate lines of communication are established and maintained to provide this information from both their own staff and any of their agents acting on their behalf.

## **1.4 RELIABILITY EVENTS**

- 1.4.1 When a train is not able to make all the booked calls shown on the train schedule this is referred to in this Guide as a Reliability Event. They can occur in the following circumstances:

- Train cancelled for full journey;
- Train cancelled for part of journey;
- Train diverted from booked route, and fails to call at a booked stop;
- Train runs through a station it is booked to call at but does not stop.

The term Reliability Event is used for all such occurrences in the rest of this document for brevity.

## **1.5 THE DELAY ATTRIBUTION BOARD**

- 1.5.1 The purpose of the Board (as defined by the Network Code - B 6.1) is to manage and oversee the effectiveness and accuracy of the delay attribution process and use of the Delay Attribution Guide.
- 1.5.2 In this context the Board will:
- Ensure that delay attribution is undertaken in an unbiased and transparent manner;
  - Ensure that appropriate training and competency assessment is available to all persons involved in the process of delay attribution;

- Provide guidance to Industry Parties on the process of delay attribution and the interpretation of the Delay Attribution Guide;
- Make recommendations for changes to the delay attribution process to improve its efficiency and effectiveness and oversee their delivery.

1.5.3 Any correspondence with the Board should be addressed to:

The Secretary  
 Delay Attribution Board  
 Floor 7  
 40 Melton Street  
 London  
 NW1 2EE

## **1.6 REVISIONS TO THE DELAY ATTRIBUTION GUIDE**

1.6.1 Any Track Access Party may propose revisions to the Delay Attribution Guide. Revisions should be made in writing to the address shown in 1.5.3 above and should be submitted providing the following information:

- The name of the sponsor (more than one sponsor may be proposed) – sponsors can only be Access Parties (note: ORR is also able to propose revisions, but a different process is applied when this occurs);
- The proposal – this needs to be precise i.e. proposing to insert specific words, sentences, paragraphs or diagrams into the Delay Attribution Guide and / or delete specific text / diagrams. To facilitate understanding when proposals are put out to consultation there should be one proposal per existing paragraph in the Delay Attribution Guide, unless the proposal covers the replacement / insertion of multiple consecutive paragraphs and it is more sensible to submit the proposal as one proposal;
- Other implications – would the proposed amendment have an impact on other areas beyond the proposed change to the Delay Attribution Guide i.e. as a result of benchmark / systems implications, frequency of event, and management information? Please note this is not an exhaustive list. If so the Sponsor should also suggest a proposed approach to addressing these areas;
- An explanation as to why the proposal is being made including any associated benefits.

1.6.2 Track Access Parties are reminded that whilst the Delay Attribution Guide is part of the Network Code it is also a working document. Proposals for revision should be made with this in mind. The Delay Attribution Board will consider if the proposal is fit for purpose (i.e. will be understandable to the users of the document) and may refer a proposal back to the Track Access Party if it is judged that this is not the case. Any specific rewording should be drafted in plain English.

## **SECTION 2: BRIEF OVERVIEW OF THE TRUST SYSTEM**

Throughout this and subsequent sections, '\*' represents the choice of a character. For example, Y\* means a two character code with first letter Y. Similarly '##' stands for the Business Code of a Passenger or Freight Train Operating Company.

### **2.1 INTRODUCTION**

2.1.1 This section is a brief guide to the way in which TRUST identifies the occurrence of train delays and then allows explanation and attribution of these together with Reliability Events.

2.1.2 The TRUST system has essentially four component parts:

- The Train Plan;
- Records of the times at which trains arrive, depart or pass specific locations;
- The cause of train delays and Reliability Events;
- Incidents which can be attributed to the 'responsible' organisation and to which individual train delays and Reliability Events can be allocated.

### **2.2 THE TRAIN PLAN**

2.2.1 TRUST accesses the Train Schedule, the timetable for each individual train that is planned to operate on a given day. The arrival and departure time at all calling points and also the passing time at other key locations is included as part of the schedule. Normally, schedules are created through interface with the Access Planning systems within Network Rail. However, Network Rail Controls can create schedules principally for Very Short Term Planned specials (advised to Network Rail outside the normal Operational Planning Unit timescales). Depending on the timescale of creation, these can be either Applicable or Non-Applicable timetable services for Performance regime purposes, though they are all subject to normal Delay Attribution.

### **2.3 TRAIN TIME REPORTS**

2.3.1 By either automatic (direct links to TRUST from modern signalling systems) or manual (keyboard input) means, it is possible to report the times that trains arrive, depart or pass Recording Points. These are a specific sub-group of all locations shown on a train's schedule and normally reflect stations or yards at which major activity takes place and key junctions. TRUST also treats all origin and destination locations for a given train as pseudo Recording Points, if required, although normally this is only necessary for freight trains.

2.3.2 By comparing the time at which a train actually arrives at, departs from or passes a Recording Point with that shown in the Train Schedule, TRUST is able to calculate the 'Lateness' at that particular point. This comparison is made against the Working Timetable.



## **2.4 RECORDING OF RELIABILITY EVENTS**

2.4.1 Full train cancellations and the majority of partial cancellations can be recorded directly in TRUST. Only trains diverted to an alternative destination can be recorded as diversions. For other types of Reliability Event the Failure to Stop report should be used in respect of all locations at which the train is booked to call. See paragraph 1.4.1 for definition of Reliability Events.

## **2.5 DELAY CAUSATION**

2.5.1 By comparing two successive recordings of Lateness, TRUST identifies any 'Minutes Delay' that a train has incurred. It is these Minutes Delay, essentially incremental Lateness, that are pivotal to the TRUST delay explanation and attribution process as they can be attributed to Train Operators, Network Rail or its suppliers using the Incident concept (see Section 2.6). The Lateness at a given Recording Point, subject to a train being able to recover lost time, is the aggregate of all the individual Minutes Delay from origin to that Recording Point.

2.5.2 Minutes Delay fall into three categories:

- Late starts where the Minutes Delay is equal to the Lateness of departure;
- Location delays which are Minutes Delay incurred between the arrival at and departure from the same Recording Point at which a train is booked to call. This is known as 'station/yard overtime';
- Section delays which are Minutes Delay incurred between two successive recordings at different Recording Points.

2.5.3 Once Minutes Delay have been identified as having been incurred, the TRUST system will seek explanation of these. This includes unrecovered time where Recovery Time is shown in the Train Schedule between two successive Recording Points and a late running train arrives/passes the second location late. Firstly it will look to see if there is 'Network Delay' for that location or section between two successive TRUST Recording Points. A Network Delay is used to explain small delays (normally), up to a specified threshold, that will be inflicted upon every train due to a particular problem, for example, a Temporary Speed Restriction or a signal failure requiring trains to stop and the driver to be cautioned past the signal by the signaller.

2.5.4 Any Minutes Delay that cannot be explained 'automatically' by a Network Delay are then directed to a particular point (normally a Network Rail Control or signalbox) for explanation subject to any minimum threshold that may have been set. Delays below this threshold are *excluded* from the explanation and attribution process and are known as 'Derived Delays'. However, sometimes these will be explained and attributed to provide additional information for performance management purposes but will not feature in Performance Regime calculations. As part of a system based communication process to reduce the level of telephone calls, these initial 'Delay Requests' for a particular station could be sent to a Train Operator's representative for initial explanation although Network Rail would still be responsible for attribution.

2.5.5 As part of the Train Consist reporting procedures, Freight Operators are required to input a 'Late Start Reason Code' (Delay Code) when a train leaves a private siding or yard late. This might include Simplified Direct Reporting freeform text, which is added to support the use of a particular delay code, e.g. the inward service that caused a late start for which code Y\* has been used.

- 2.5.6 The delay explanation for those above the threshold or those explained by Network Delays is in the form of a TRUST Delay Code that indicates the cause, e.g. points failure, locomotive failure, wrong regulation. The Delay Code consists of two characters with the first indicating the general type of delay: Infrastructure failure, Network Rail Production or Train Operator problem etc. The second allows categorisation to provide more detail.
- 2.5.7 When trains are recorded in TRUST as 'cancelled' either throughout or for the first or last parts of their booked journey, a Cancellation Code is mandatory. Similarly for trains diverted from their booked route and which start or terminate at a location off this route. These codes are those Delay Codes that are meaningful for cancellations/diversions.

## **2.6 INCIDENTS**

- 2.6.1 The TRUST Incident concept allows allocation of instances of Minutes Delay and/or Reliability Events to a particular occurrence and attribution to a 'responsible' organisation.
- 2.6.2 Each separate and unconnected occurrence resulting in Minutes Delay and/or Reliability Events is set up by Network Rail staff as a TRUST Incident. They may also be created for other events in which case they have no relevance to train performance schemes until Minutes Delay etc. are allocated to them. It is a partly structured 'log entry' describing the event and includes five particularly important fields:-
- Incident Title (up to 30 characters)
  - Description Code (TRUST Delay Code)
  - Responsible Manager Code
  - Acceptance Status Code
  - Free format text (currently maximum of 30 lines).
- 2.6.3 The type of occurrence is codified using the TRUST Delay Code that best describes it. This coding attracts a default Responsible Manager Code identified by TRUST. However, it is possible to overtype this if the automatic attribution is at variance to the Contractual responsibility for that particular event.
- 2.6.4 The Responsible Manager Code consists of four characters. Normally the first coincides with the initial letter of the Delay Code to drive the automatic attribution process. However, any can be matched to a Network Rail Production code (OQ\*\*) and there is also some flexibility with other codes to reduce the number of different Responsible Manager Codes required for each organisation. This is detailed in paragraph 3.2.3.
- 2.6.5 The middle two characters are the finance systems Business Code for the organisation involved. There are separate ones for each Network Rail Route, TOC, Freight Operator and TRC plus a few support companies. These also drive the security arrangements for browse and update access as they also form part of the user NCI sign-on (see section 6).
- 2.6.6 The last character allows the subdivision of a particular organisation to reflect different managerial responsibilities. For certain Train Operators the last character differentiates between trains operated under different Track Access Agreements. The system allows these to be changed by staff in the Responsible Manager's organisation. In particular, Train Operators may wish to use this facility to assist with identification of attribution to their own sub-contractors but the last letter must not be altered without Network Rail's agreement if the Incident would switch to a different Access Contract.

Network Rail will not be responsible for correct allocation of managerial responsibility within another company's organisation but will set up required codes in the TRUST Systems Tables.

- 2.6.7 All Delay Minutes and Reliability Events explained under 2.5.3, 2.5.4, 2.5.5 or 2.5.7 can then be attributed to the 'prime' incident. This includes the Y\* Reactionary Delays which describe Delay Minutes caused, normally away from the immediate vicinity of the incident, due to the consequential late running of one or more trains that have been delayed by it. The reporting number of the other train involved in the Reactionary Delay should be shown in the free format delay text field. Minutes Delay requiring explanation as per 2.5.4 can be allocated to an existing Incident if they are incurred in the vicinity of its occurrence (i.e. not a Reactionary Delay), once investigation has shown no other incident has occurred, in which case they pick up the same Delay Code as the Incident. Reactionary delays (Y\*) must not be used against P-coded incidents; a fresh incident should be created in accordance with Sections 4.29 & 4.34.
- 2.6.8 It follows that TRUST Incidents must not have a Y\* Delay Code. The analysis of Reactionary Delays in a particular area (irrespective of the Incident) allows identification of delays resulting from managerial procedures (including those in the Access Conditions like Train Regulation). On the other hand the full effect of particular Incidents (both prime cause and knock-on) can be measured by extraction of Incident information.
- 2.6.9 It is important that TRUST incidents are updated as new or later, more accurate information comes to light, particularly information that relates to the Delay Code and Responsible Manager. All information which assists the process of accuracy and clarity should be entered promptly, and reference made to the source of data/information in the freeform text.

## SECTION 3: CATEGORIES OF TRUST DELAY CODE AND DEFAULT ATTRIBUTION

### 3.1 BASIS OF ATTRIBUTION

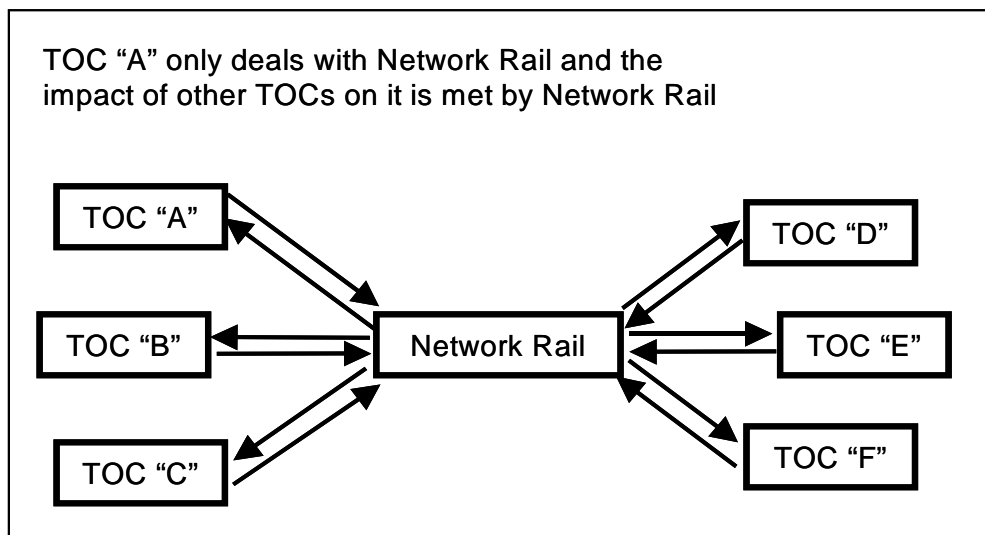
3.1.1 The Guide reflects the principles of the Track Access performance schemes by regarding the roles of the Track Access Contract parties as below:

- Network Rail - Operator of Infrastructure (The Network)
- Train Operator - Operator of Trains

3.1.2 Where, in these roles, either party contracts with another organisation then any Minutes Delay or Reliability Events as a result of a separate contract are still attributable to the party concerned. As far as a Train Operator is concerned this includes responsibility for Incidents associated with hiring resources and access to stations (including Major Stations) and Light Maintenance Depots.

3.1.3 Under the Access Contracts Network Rail is responsible for the effects of one Train Operator, but only as an Operator of Trains (see 3.1.1), on another in respect of problems on the Network Rail infrastructure, the so-called 'Star Model'. So that the full impact of an occurrence can be evaluated and to support certain Open Access Contracts all Minutes Delay and Reliability Events will be allocated to the associated TRUST Incident.

Figure 1 - Schematic of the Star Model



3.1.4 Attribution will normally be to the prime cause of delay, which may be the initial reported cause of the delay or the symptom by which a more complex prime cause manifests itself.

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

### 3.2 CATEGORIES OF TRUST DELAY CODE AND THEIR DEFAULT ATTRIBUTION

- 3.2.1 As mentioned in Section 2, the TRUST Delay Codes are used to describe the TRUST Incident causing Minutes Delay and/or Reliability Events. The initial letter of its TRUST Delay Code drives the automatic default attribution of a TRUST Incident. If the Delay Code describes an occurrence normally attributable to Network Rail or its contractors, then it and the Incident location allow selection of the default Responsible Manager Code, reflecting the geographic nature of Network Rail. If the TRUST Delay Code is normally associated with Train Operator causes, its combination with the identity of the first train allocated to the Incident allows TRUST to identify the default Responsible Manager Code. This reflects the ability of Train Operators to operate across the Network.
- 3.2.2 Clearly there will always be certain scenarios where the default attribution is not appropriate. These will either be identified directly by Network Rail or as part of the contract management process in real time or after the event.
- 3.2.3 In drawing together this Guide, cognisance has been taken of the emerging Contractual responsibilities upon Train Operators, Network Rail and Network Rail's Contractors, and to ensure that these are encompassed as far as possible in the Delay Codes. The table below gives details of the categories including the default attribution and the form of the associated Responsible Manager Code. The full list of codes is shown in Appendix A. Changes to these codes will be advised through an update of this Guide.

<b>Delay Code Category</b>	<b>Brief Description</b>	<b>Default Attribution and Responsible Manager Code Form</b>	<b>Other Valid Responsible Manager Codes (Proposed)</b>
A	Freight Terminal Operations Causes	Operator(s) of trains affected (A##*)	O***
F	Freight Train Operator causes (excluding Fleet and Terminal problems)	Operator (F##*)	O***
I and J	Non Passenger's Charter Excludable infrastructure problems	Infrastructure Maintainer (IQ**)	C*** Q*** O***
M	Passenger and Freight Train Operator Fleet problems	Operator (M***)	D*** O***
O	Network Rail Operating causes	Network Rail (OQ**)	
P	Planned or excluded delays/cancellations	See paragraph 3.2.5 (PQ**)	O***
Q	Network Rail internal non-Operating causes	Network Rail (QQ**)	O***

Delay Code Category	Brief Description	Default Attribution and Responsible Manager Code Form	Other Valid Responsible Manager Codes (Proposed)
R	Station Operations Causes	Operator(s) of passenger trains affected (RH**)	D*** O***
T	Passenger Train Operator causes (excluding Fleet and Station problems)	Operator (TH**)	D*** O***
V	Passenger's Charter excludable events the responsibility of Passenger Train Operators	Operator (VH**)	D*** O***
X	Passenger's Charter excludable events the responsibility of Network Rail	Network Rail (XQ**)	D*** O***
Y	Reactionary/consequential delays arising as a result of trains being delayed earlier by a given incident	As per Incident to which they are allocated	
Z	Unexplained delays and cancellations	As per individual Access Contracts	O***

3.2.4 Although reference to Passenger's Charter excludable events has no relevance to those for non-passenger Operators, the separate coding of such events allows any Passenger Operator to separately identify any associated Minutes Delay or Cancellations for exclusion from Passenger's Charter figures. While this document seeks to identify likely circumstances where Passenger's Charter exclusions may apply, it is the Train Operator's prerogative as to whether any particular Incident is excludable. On receipt of the TOC request, the Network Rail representative should amend the incident coding appropriately, recording the source of the request in the freeform text.

3.2.5 In the event of a request to exclude a particular incident being received which does not appear to accurately reflect the circumstances of the incident, the request must be further confirmed with the operator, to avoid errors. The operator should be asked to justify the details of the request, which must then be entered in the freeform and the incident recoded. Such recoding should not be undertaken without supporting justification being available.

3.2.6 Where the cause is known about in advance and can be excluded contractually from the Track Access Performance Regime, for example certain Temporary Speed Restrictions (TSR's) and Possessions, the appropriate P\* Code (Planned or excluded Delays/Cancellations) is used. In these circumstances the known occurrence of such delays is normally reflected in the Train Schedule on the day in the form of Recovery Time, often shown on a subsequent TRUST section, or inflated point to point running times. In some cases payment will have been made for this under Schedule 4 or through an Amended Timetable mechanism. It should be noted that Condition of Track/Structure speed restrictions will not necessarily qualify in this way contractually. Some will be attributable to Infrastructure Maintainers. The default Responsible Manager Code will be a Network Rail one (of the form PQ\*\*) but this may be overridden as described in Sections 4.29 and 4.34.

3.2.7 P\* Codes may also be used to avoid allocation of particular Minutes Delay and/or Reliability Events to either Track Access Party and hence exclude them totally from the Performance Regime. The codes PE, PG and PK are to be used, under certain conditions explained in the Business Process Manual, when a planned train cancellation does not have its schedule cancelled in the Train Service Database (TSDB). All TSDB cancellations are automatically coded PD. TRUST/TOPS inputters must not use this latter code. The code PL is only to be authorised for use by Account Executives for specific Incidents (with Responsible Manager Code PH\*\*) where the Train Operator and Network Rail agree to the exclusion of all delays and cancellations for that Operator only. If other Operators are affected then a separate Incident must be created for the Operator concerned. Suitable documentation must support each use of this code.

## SECTION 4: GUIDANCE ON CODING OF INCIDENTS AND CONTRACTUAL RESPONSIBILITIES IN REAL TIME

### 4.1 INTRODUCTION

4.1.1 This section gives detailed guidance to Network Rail Control, Performance and other staff on how many types of occurrence causing Minutes Delay and/or Reliability Events should be codified, and identifies likely situations where the default attribution may need to be overridden. It should be noted that the list is not exhaustive. The contracting parties will be expected to agree attribution for events not fully covered by this Guide or for which exceptional circumstances apply. See paragraph 1.2.1.

4.1.2 Normally all Minutes Delay (whether direct or reactionary) and/or Reliability Events as a result of an occurrence will be allocated to one TRUST Incident and will be attributable to the Responsible Manager identified. There are *two* principal exceptions.

a) Occurrences arising out of other Access Agreements, such as those due to Station Operating activities or delays or Reliability Events arising on infrastructure not operated by Network Rail. The latter includes depots, yards, private sidings and London Underground or Eurotunnel lines (see sections 4.2, 4.13, 4.15 and 4.27).

b) Incidents attributed as 'Joint Responsibility' due to being in connection with a station and preventing the passage of a train at the time it is scheduled to stop and the access of passengers to or from that train, examples include:

- Fatalities (4.10)
- Fires, including false alarms (4.11)
- Security alerts (4.27)
- Trespass, including threats of suicide (4.36)
- Weather affecting station buildings (4.39)

Circumstances may arise where Joint Responsibilities criteria are met for only a limited period within the overall duration of the incident.

4.1.3 *For the two principle exceptions specified in section 4.1.2 a separate TRUST incident needs to be created for each Train Operator affected.* However, where trains of one Operator so delayed then affect those of another Operator elsewhere on the Network the delay to the second Operator's train should be attributed to the Incident created for the first Operator. These will then be attributed to Network Rail under the Star Model when analysed for contractual purposes. In addition special arrangements are necessary for certain incidents subject to a Formal Inquiry (see section 4.20).

4.1.4 Where reference is made to Template Operators this refers to the following Passenger Train Operating Companies:

- Arriva Trains Wales / Trenua Arriva Cymru (HL)
- Central Trains Ltd (HG)
- Cross Country Trains Ltd (*known as 'Virgin Cross Country'*) (HH)
- c2c Ltd (HT)



- *Eurostar (UK) Ltd (known as Eurostar)* (GA)
- *First Capital Connect* (EG)
- *First Great Western* (EF)
- Gatwick Express (HV)
- GNER Ltd (HB)
- *Heathrow Connect* (EE)
- Hull Trains Company Ltd (PF)
- Merseyrail Electrics (2002) Ltd (HE)
- Midland Mainline Ltd (HI)
- Nexus (Tyne & Wear Metro) (PG)
- *Northern Rail* (ED)
- London Eastern Railways Ltd (*known as 'one'*) (EB)
- ScotRail Railways Ltd (*known as 'First ScotRail'*) (HA)
- Silverlink Train Services Ltd (HP)
- Southern (HW)
- South Eastern Trains Ltd (HU)
- South West Trains Ltd (HY)
- The Chiltern Railway Co. Ltd (HO)
- TransPennine Express (EA)
- West Coast Trains Ltd (*known as 'Virgin West Coast'*) (HF)

**Note:** The names in the above list are correct at the time of approval.

4.1.5 While the following list contains details of the Non-Template (Bespoke) Passenger Train Operating Companies:-

- Heathrow Express (HM)
- London Underground Ltd (XC/B/E)
- *Pre Metro Operations* (PK)
- West Coast Railway Co. (PA)

**Note:** The names in the above list are correct at the time of approval.

4.1.6 Engineering trains and on-track machinery (including those servicing possessions) are now subject to a live incentivised performance scheme. It is therefore vital that delays to these trains are attributed delay codes and responsible manager codes, subject to the full provisions of this guide. Section 4.9 refers.

4.1.7 When agreeing attribution of Minutes Delay, or Reliability Events the contractual responsibility of Network Rail and Train Operators to mitigate the effects of an Incident should be taken into account. This includes where one of the Track Access Contract parties refuses a reasonable request (usually defined with reference to any contingency / service recovery plans that may have been agreed) to terminate one or more trains short of destination to prevent knock-on effects continuing for an extended period on intensively diagrammed services. A separate incident attributed to the party concerned is to be created for the effects of such failure to mitigate.

4.1.8 In the case of incidents where Network Rail is held to be at fault, if the acts or omissions of the Train Operator were such as to prevent the mitigation of delay then the additional delays must be attributed accordingly. The converse also applies to the

acts or omissions of Network Rail, its staff or agents, in the case of incidents where a Train Operator is at fault.

- 4.1.9 As mentioned in paragraph 2.6.7, the group of Y\* Codes (Reactionary Delays) are used to describe the effect of late running due to an earlier occurrence on the same or other trains. Although the Minutes Delay carry a separate TRUST Reactionary Delay Code they are still attributed to the principal Incident (i.e. the one that has the largest number of Minutes Delay allocated to it that contribute to the lateness at that point). Where two or more Incidents have had the same affect then the Reactionary Delay must be split equally between them.
- 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.

<b>Example</b>	
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').
<p>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.</p> <p>Apart from YL in respect of FOC delays (See 4.28.1), the only other exception is where the main or only cause of delay is a P* coded incident in which case the code Q* (especially QL for TSR incidents) 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.</p>	

- 4.1.11 In the event of a train regaining all lost time, no attributed delay incurred prior to such a recovery may be considered as a valid cause for subsequent delay. Such delays must be investigated and attributed either to a direct cause, or as reaction to a further incident causing conflicting late running.
- 4.1.12 Y\* coded delays should be split if the working to which it relates has 2 or more incidents with minutes of the same value on it.

i.e. 2J61 – 4" YD 000001  
4" YO 000002

2G64 – 4" YI 000001  
4" YI 000002.

4.1.13 A special type of Incident may affect trains of a Template Schedule 8 Train Operator. These are contractually known as Joint Responsibility Incidents and fall into two categories. The first are specifically those at stations which both prevent a Train entering or passing through a station at the time it is scheduled to do so and access for passengers through the station to or from the Train. An example is a security alert where passengers are not allowed access to the platforms and Trains are not allowed to operate through or into the station. A Joint Responsibility Incident would not apply where a train is held at a platform due to an incident on the station. All such occurrences must have a separate TRUST Incident for each Template Schedule 8 Train Operator affected and be given a Responsible Manager Code of the form DH\*\*.

4.1.14 The various scenarios covered in this section are listed below:

- 4.2 Acceptance into Freight Terminals/Yards
- 4.3 Adhesion Problems Including Leaf-Fall
- 4.4 Animals on the Line
- 4.5 Bridge Strike
- 4.6 Cancellation of Freight Services
- 4.7 Duplicate Delays
- 4.8 Planned and Emergency Possessions (including Overruns)
- 4.9 Engineers On-Track Equipment & Engineering Haulage Train Failure or Other Problem
- 4.10 Fatalities and Injury Caused by Being Hit by a Train
- 4.11 Fires (including False Alarms)
- 4.12 Fleet Equipment Problems
- 4.13 Fleet Depot Delays (including Major Maintenance Depots)
- 4.14 Flooding
- 4.15 Freight Terminal / Yard /Other non-Network Rail Operated Infrastructure Delays
- 4.16 Infrastructure Equipment Failure
- 4.17 Late Arrival of Inward Working
- 4.18 Loading Problems
- 4.19 Marshalling of Train Incorrect
- 4.20 Mishaps and Major Safety Incidents
- 4.21 Minutes Delay not Apparently due to Network Rail
- 4.22 TRUST Berth Errors
- 4.23 Regulation and Signalling of Trains
- 4.24 Safety Problems Reported by Staff or Public
- 4.25 Remote Condition Monitoring Equipment
- 4.26 Railhead Conditioning Trains
- 4.27 Security Alerts
- 4.28 Station Operating Delays
- 4.29 Temporary (Including Emergency) Speed Restrictions
- 4.30 The Special Train
- 4.31 Timetable and Resource Planning Errors
- 4.32 Trackside Signs Including TSR/ESR Board Defective/Blown Down
- 4.33 Trains Incurring Several Small Delays
- 4.34 Train Working During Planned Possessions or Blockages
- 4.35 TRUST Outages
- 4.36 Vandalism/Theft/Trespass
- 4.37 Waiting to Pass Booked Trains During Possession
- 4.38 Waiting Traincrew

- 4.39 Weather Effects
- 4.40 Wires Down and Other OLE Problems
- 4.41 Failure of Tass Balise System.

N.B. In the sections below ‘##’ means the Business Code of the Train Operating Company/Companies Concerned, and ‘\*’ indicates a choice of letter/number.

## **4.2 ACCEPTANCE INTO FREIGHT TERMINALS/YARDS**

4.2.1 Normally the Minutes Delay will be allocated to the appropriate A\*, F\* or M\* Code Incident occurring in the terminal/yard and attributed to the Freight Operator whose trains are affected, with a separate incident being created for each Freight Operator involved.

4.2.2 Likely exceptions:

<b>No.</b>	<b>Circumstances</b>	<b>Delay Code</b>	<b>Incident Attribution</b>
a.	Infrastructure defect or problem on Network Rail operated infrastructure outside the terminal/yard	I*/J*/X* as appropriate	See section 4.16
b.	Incident within yard/terminal, off Network Rail operated infrastructure, causing trains to be delayed entering the yard	Appropriate A*, F* or M* Code	Freight Operator(s) - separate Incident for each Operator involved (A##*)
c.	Freight Operator of train waiting outside terminal/yard does not provide information on incident in terminal/yard	AA	Operator of train concerned (A##*)
d.	Delays to other trains because an early running freight train cannot enter terminal	OB	Network Rail (OQ**)

## **4.3 ADHESION PROBLEMS INCLUDING LEAF-FALL**

### **4.3.1 Introduction**

The principles of this common attribution process were devised and agreed by the Autumn Attribution Working Group (comprising Network Rail and Operator representation) on 01 July 2002. Based on principles of reasonableness and pragmatism, the procedures and the guidance, if applied in the right spirit, have the potential to reduce disputes in the coming autumn.

### **4.3.2 Use of flowchart**

This guidance should be read in conjunction with the flowchart “Autumn Attribution 2002 Joint Process” (see paragraph 4.3.9) as this encapsulates the overall process flows for determining responsibility for delays.

### **4.3.3 Business processes**

This guidance needs also to be read in conjunction with separate instructions that deal with how the initial delay attribution is to be used for calculations under the Operator performance regimes and for more general performance management reporting.

### **4.3.4 Definition of Autumn**

For the purposes of the document, the period defined as “Autumn” shall be synchronous with the days during which the Sandite Programme is operated or

planned by Network Rail for that year. This allows for Route variations in conditions and hence Autumn attribution period, and also for early implementation or extension or termination of the Sandite period to be taken into account.

All should note that the title of this section has been amended to remove specific reference to the Autumn period. This is because the scope of the guidance includes adhesion problems outside the Autumn period only (see paragraph 4.3.8-3 for details).

#### **4.3.5 Principles**

The process for attribution is dependant on two crucial pieces of information:

- Lists of **jointly agreed Delay Sections**;
- Jointly agreed definitions of **'reasonable' time-loss** values for each jointly agreed delay section.

These crucial pieces of information need to be worked out in advance between Network Rail and the Train Operators and supplied to attribution staff

In jointly agreed Delay Sections and where the level of delay is within the 'reasonable' time loss, then attribution of that delay will be to a **Neutral Zone** in accordance with paragraph 4.3.6.

##### **4.3.5.1 Jointly agreed Delay Sections**

Each Region will agree with those Train Operators providing a train service within that Region, a list of locations where adhesion problems are common. These may be compiled from any supporting source, and are to be presented in the form of a list of affected TRUST Delay sections. Examples of such sources are:

- Lists of sites vulnerable to low adhesion, as published in the Sectional Appendix;
- Sites treated in accordance with a Sandite Programme;
- TRUST sections where performance analysis shows delays in the autumn-related categories to be high.

The list will be agreed on a multi-lateral basis where appropriate but include details on a bilateral basis as follows.

The list should include details of whether Autumn attribution in that section is to be considered as the responsibility of one party or as part of the "Neutral Zone" (see 4.3.6 and 4.3.9 below), and provide delay coding details.

##### **4.3.5.2 Determining the level of 'reasonable' time loss in a jointly-agreed Delay Section**

Each Zone/Region will also agree with the relevant Train Operators, in relation to the list above, the number of minutes delay in a given delay section which shall normally be deemed as the maximum "reasonable" time loss for inclusion in Network Rail- or Operator-attributable or "Neutral Zone" incidents as described above. The "Reasonable" time loss agreed with the operator may be specific to particular classes of train or traction type (though see also below, with regard to use of Network Delays). The following factors should be considered when agreeing reasonable time loss:

- Length of TRUST Section;
- Number of stations or station stops in section;
- Number and severity of gradients in section;
- Number of agreed low adhesion sites in section;
- Number of programmed Sandite sites in section;
- Previous experience and local knowledge;

- Traction type, class & characteristics;
- Train weight and trailing load;
- Local micro-climate and topography;
- Impact of Defensive Driving as defined in Draft Railway Group Standard GO/RT 3251, particularly as influenced by the factors above.

In determining the normal level of reasonable time-loss, it is important that the value represents an average level of time loss based on the section for the trains taking account of different times of day, climatic and atmospheric situations. Consideration needs to be given to whether the first train of the day in the section should be accorded a different time loss figure.

#### **4.3.5.3 Role of Area Delivery Groups**

In respect of 4.3.5.1 & 4.3.5.2 above, the Regional focus for determining the list of sections and reasonable time loss should be the Area Delivery Group (ADG) (or equivalent).

#### **4.3.5.4 Mitigatory actions**

In determining both the attribution of delays within a section to a Responsible Manager or to the Neutral Zone (see below) and the level of reasonable time-loss, there should be regard to the extent to which any of the parties has undertaken mitigatory actions prior to the Autumn period to prevent or reduce train delays. Examples of this would be the extent to which Network Rail has undertaken effective measures in tackling deciduous vegetation that can lead to adhesion problems, or where a Train Operator has undertaken to have sanding equipment fitted to trains.

So that the potential for dispute is minimised, it is recommended that the extent to which these measures (or the absence thereof) influence the responsibility for delay, or the level of time loss, is agreed in advance by the ADG.

#### **4.3.5.5 Review of lists**

The jointly agreed list will be agreed annually prior to the Autumn season and be subject to mutual review. Annual agreement does not preclude amendment by all-party agreement at any time, either in respect of the list of Delay Sections or "reasonable" time loss levels applied. For instance, in the event of delay levels indicating that a further section should be added to the list of sites where problems may be expected, this may be affected immediately upon the consent of the affected parties. "Reasonable" time loss will also have to be determined, as stated in section 4b.

NB: Nothing in Section 3.5 or Section 4b precludes the real-time mutual agreement of an amendment to the list of agreed sections or "reasonable time loss", which may be applied to one or more train delays. Regions and Operators should consider the mechanisms required to make such real-time agreement the subject of a permanent amendment, if desired.

#### **4.3.5.6 Use of Network Delay facility**

Where Network Rail and affected Train Operators jointly determine that it is appropriate, Network Delays may be allocated to specific incidents, to allow for the automatic capture and attribution of "reasonable" time loss. If this facility is employed, the automatic attribution must correspond to the level of jointly agreed "reasonable" time loss agreed with all Operators operating a given class of train within that section.

Use of a Network Delay requires that differential levels of time-loss be expressed by class of train - not by traction type. Network Delay levels may be expressed

individually for each train class. A maximum of 10 Network Delays may be entered in a TRUST section in either direction.

Care must be taken to ensure that the existence of a Network Delay does not lead to capture of train delays that ought properly to be attributed to other causes. It is primarily for use on those occasions when it becomes obvious that many trains are being affected by autumnal problems, as a means of expediting the attribution process. When, on any given day, or at a given time of day, it is clear that trains are not routinely losing time in the section, then the Network Delay must be switched off.

#### **4.3.6 The 'Neutral Zone' concept**

The "Neutral Zone" is a new concept, intended to allow for the fact that the exact circumstances of delay due to the wheel/rail interface are complex, not fully understood by the industry, and that attribution staff frequently suffer from a lack of detailed information.

##### **4.3.6.1 Setting up Neutral Zone incidents**

Initial attribution of "Neutral Zone" incidents will be on a TRUST Section or Route Section-specific basis. For each section, one incident per directly affected Operator is to be created at a periodicity to be agreed with that Operator, using delay code **TT (FT** for Freight Operators) and the Network Rail Manager code for the APM/GM area in which the section sits. The Responsible Manager code is the Train Operator covered by the incident. The Delay Code must be used for this **and no other** purpose.

The attribution to Responsible Manager code is purely for systems purposes. It should not be regarded as a Train Operator delay code and delays attributed to the TT/FT delay code remain an industry opportunity if successfully tackled.

##### **4.3.6.2 Use of Neutral Zone incidents**

It is important this code is only used:

- Provided other possible causes of train delay have been investigated, considered and exhausted;
- Provided normal reactionary delay principles are applied.

The way in which Delay Code TT/FT is treated in the performance regimes and within general performance analysis is not covered by this guidance.

It is feasible that a train may be delayed by several leaf-fall incidents, each of a low order of minutes but with a larger cumulative impact. If that same train is then delayed further by an incident such as a points failure, that defect may be the largest single incident contributing to the total lateness, although the cumulative effect of Leaf-fall remains the majority cause of delay. Under normal attribution principles, this largest single incident would be used to determine the attribution of reactionary delay i.e. reactionary delays to other services would be attributed to the points failure.

However, Leaf-fall is widely accepted as a generic delay cause representing a challenge to the entire industry, in much the same way as Unexplained delay, and as such should be dealt with in a similar fashion to cumulative Unexplained delay. Therefore, attribution of reactionary delay, where Leaf-fall is the majority delay cause (but the largest single incident causing delay is not Leaf-fall), should be to the majority delay cause, the provisions of DAG paragraph 4.1.5 notwithstanding.

A separate incident, coded FT/TT, should be created for each operator so affected, and attribution of subsequent "reaction to the reaction" should follow DAG paragraph 4.1.5.

#### **4.3.7 Delays in TRUST Sections not on jointly agreed lists**

The **Notes** below relate to the annotated reference points on the flow-chart

Delays arising from a Driver's report of exceptional railhead conditions.

**Note 1.** For a driver's report to be considered as valid, the following criteria must be adhered to (as per Rule Book, section H):

1. Was the report received as expeditiously as possible, given prevailing reporting methods at the location affected?
2. Was the report sufficiently specific to allow for appropriate site investigation/corrective action to be taken?

If the answer to either question is "No", the report is considered invalid and delay should be coded TZ/FZ as shown.

If a site is correctly reported and subsequent drivers are being advised of the reported conditions pending examination, no requirement to report poor conditions is incumbent upon those subsequent drivers. Attribution of delays so caused will be determined by the findings of the investigation.

**Note 2** If a valid report is received, it will be necessary to determine whether the examination was carried out in an appropriate manner. The test of appropriateness is whether given the circumstances the report was acted upon and examination carried out in a timely fashion. Relevant circumstances include (without limitation):

- Location;
- Potential impact on safety;
- Potential impact on performance;
- Number of low adhesion reports for this site;
- Number of low adhesion reports to be acted upon;
- Train service density.

In the event of the response to the report and/or the test proving unsatisfactory, the examination is considered invalid and should be coded QI as shown.

Delays arising once a site examination has been carried out.

#### **Note 3**

In respect of the dryness of the rails upon examination, consideration should be given to the prevailing weather conditions at the time the report was received and the effects of any change in the conditions between the time of report and time of examination.

If there is evidence of wetness on the rails (but not contamination) this will fall within the scope of ADRC Determination 11 and a view must be taken, in the particular case, as to whether the actual time-loss was reasonable in the circumstances. If the time loss is considered to be reasonably explained by the wetness on the rail, delays may, if the parties agree, go to the Neutral Zone or be dealt with in accordance with previous agreements.



### 4.3.8 Additional Coding Guidance

#### 1. Guidance in respect of Network Rail/Infrastructure Maintainer-attributable incidents

No.	Circumstances	Delay Code	Incident Attribution
a.	Failure to maintain the Contractually-agreed flail strip	JP	Infrastructure Maintainer (IQ**)
b.	Trains striking overhead branches or vegetation, not due to weather factors	JQ	Infrastructure Maintainer (IQ**)
c.	Signals or trackside signs obscured by vegetation	JR	Infrastructure Maintainer (IQ**)
d.	Failure to operate the agreed Sandite programme	See TAG Section 4.26 and section 3 below	See TAG Section 4.26 and section 3 below
e.	Special working implemented for leaf-fall track circuit operation	QJ	Network Rail (QQ**)

#### 2. Guidance in respect of Operator-attributable incidents

No.	Circumstances	Delay Code	Incident Attribution
a.	Signal Passed at Danger or station overrun due to Leaf-fall contamination at ERHC site	TG/FP	Operator of train (T***/F***)
b.	Failure of On-train adhesion equipment e.g. WSP, sanders	M* as appropriate to vehicle type	Operator of train (M***)
c.	Minutes in excess of agreed "reasonable" time loss for a given train in an agreed section or at an agreed location	TG/FZ	Operator of train (T***/F***)

#### 3. Guidance in respect of Adhesion difficulties that arise outside Autumn period

*(Note that site examination may indicate that certain of these circumstances apply within the Autumn period also)*

No.	Circumstances	Delay Code	Incident Attribution
a.	Where there is grease on the railhead due to incorrect working of a flange greaser and/or the Infrastructure Maintainer is asked to clean the railhead.	IZ	Infrastructure Maintainer (IQ**)

No.	Circumstances	Delay Code	Incident Attribution
b.	Where contamination of the railhead is due to spillage of substances from a train	M* as appropriate to vehicle type	Train Operator causing problem (M##*)
c.	Where water or ice is found upon the running railhead <b>outside Autumn period only</b> (Conductor Rail icing, see DAG Section 4.39)	MP	Train Operator (M***)
d.	Where oil, grease or other substance, except water or ice, whose source cannot be identified, is found on railhead	OZ	Network Rail (OQ**)

#### 4. Handite

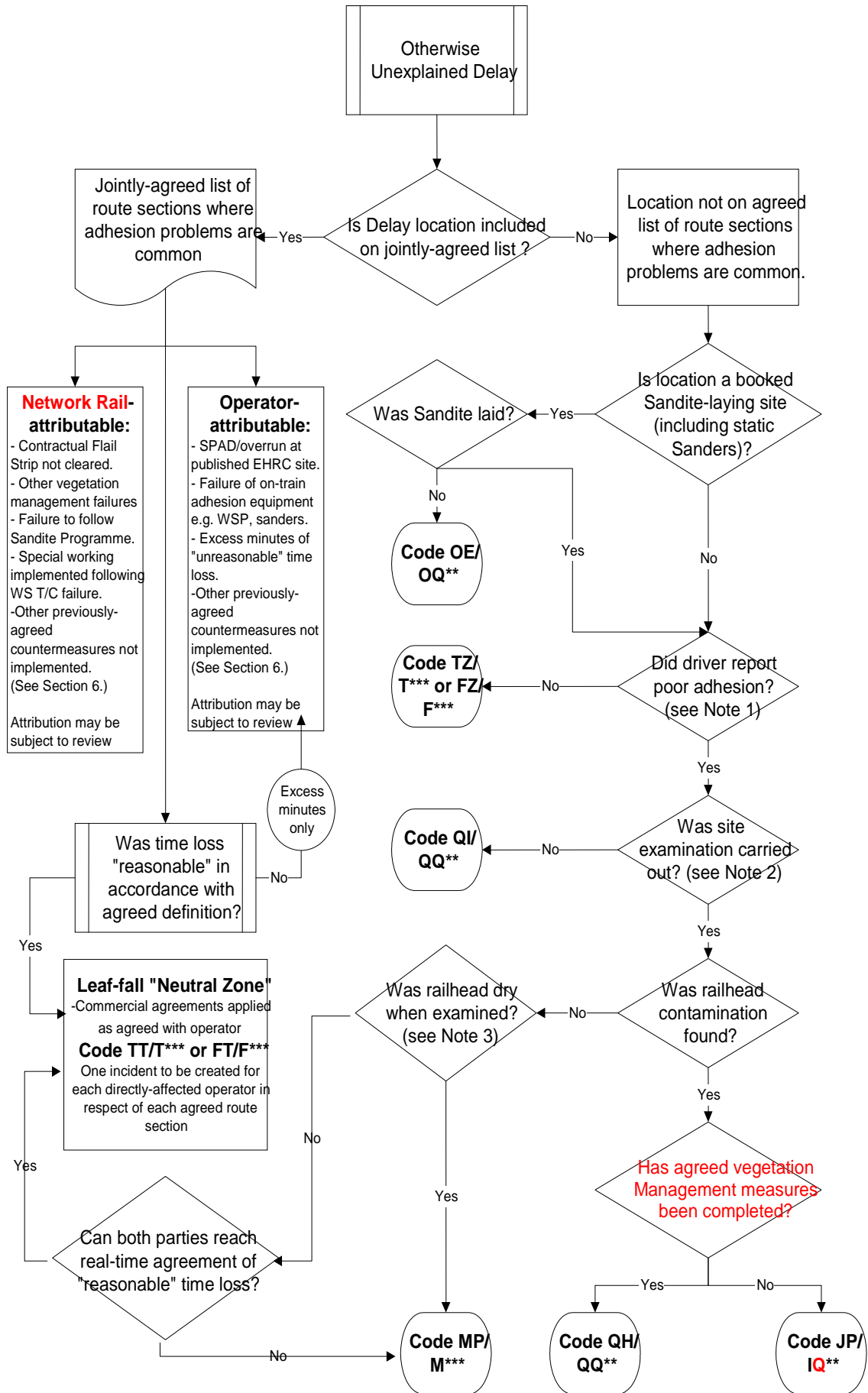
In the event of Handite being laid as part of a booked programme, the consequences of failing to adhere to that programme should be attributed in accordance with the principles of DAG Section 4.26, i.e. attributed to Network Rail/Contractor as appropriate. Where Handite is laid in reaction to evidence of contamination, attribution of delay resulting from the application should be to the base cause, i.e. to the reason for the contamination being present.

#### 5. Principles of Sandite attribution

- In the event of Sandite services not gaining access to the line on time or at all (i.e. Cancelled) howsoever caused, initial attribution of delays caused by the impact of the failure to apply Sandite should be to Network Rail.
- If a Sandite service is unable to complete its programme due to problems with the unit or Sandite equipment initial attribution of delays caused by the impact of the failure to apply Sandite should be to Network Rail.
- If the Sandite train is rendered unable to complete its programme because of an incident or incidents the responsibility of an operator or contractor, the delays to the Sandite service and reaction thereto should be attributed to that incident as per normal reactionary delay principles for any train. Delays due to failure to complete the Sandite programme should be attributed in accordance with DAG Section 4.26 (see 4.3.8.4 above).

It is acknowledged that many Operators act as contractors to Network Rail, to supply maintenance or traincrew services in respect of Sandite services, and that delays due to any failure under this contract may be reflected via the commercial settlement of Autumn attribution. This guidance does not preclude the subsequent re-attribution of such incidents if required by such a commercial agreement, but as any such policy would not be nationally applicable it is outside the document's terms of reference.

4.3.9 Autumn attribution: 2002 Joint process: Chart 1



#### **4.3.18 Additional Guidance On The Attribution Of Reactionary Delays Incurred Related To Leaf-Fall And Adhesion Attribution**

During the period that leaf-fall and adhesion principles apply, special arrangements apply for attribution of reactionary delays. It is recognised that a train may be delayed by several leaf-fall incidents, each of a relatively low order of minutes but with an overall larger cumulative impact. In such cases, attribution of reactionary delay, where leaf-fall is the majority delay cause (but not the largest single incident causing delay), should be to the majority delay cause. For example, if a train is delayed a total of 16 minutes to several FT/TT incidents, and a further 12 minutes to a points failure, reactionary delay would be attributed to leaf-fall, being the majority delay cause.

##### **Example 1 – reactionary delay to a single leaf-fall incident**

If a train is delayed by a leaf-fall incident, then reactionary delays caused or incurred by that train will be attributed to that leaf-fall incident, as per standard reactionary delay principles.

##### **Example 2 – reactionary delay attribution to multiple leaf-fall incidents**

Where a train has been delayed by multiple leaf-fall incidents, attribution of reactionary delay is to that incident causing the majority delay, i.e. if one incident contains 7 minutes and another incident 5 minutes, then the reactionary delay will be attributed to the 7 minute incident.

##### **Example 3 – reactionary delay attribution to two or more leaf-fall incidents of the same magnitude**

Where a train is delayed by different leaf-fall incidents, all of which have the same number of minutes attributed, attribution of reactionary delay should be to the TOC-specific leaf-fall reactionary delay incident for the Train Operator of the train that **causes** the reactionary delay. For example, if an MML train is delayed by three leaf-fall incidents, all of 3 minutes magnitude, and then delays a Thameslink train, the delay to the Thameslink service should be to the MML leaf-fall reactionary delay incident for the day concerned.

##### **Example 4 – reactionary delay attribution when leaf-fall is the largest overall delay cause**

Where a train is delayed, for example, 16 minutes due to 4 separate leaf-fall incidents and 12 minutes due to a points failure, and then causes reactionary delay, the reactionary delay should be attributed to the TOC-specific leaf-fall reactionary delay incident for the Train Operator that **causes** the reactionary delay.

#### **4.4 ANIMALS ON THE LINE**

4.4.1 Normally coded I8 and attributed to Infrastructure Maintainer (IQ\*\*)

4.4.2 Likely exceptions:

<b>No.</b>	<b>Circumstances</b>	<b>Delay Code</b>	<b>Incident Attribution</b>
a.	Where access was gained due to damaged or missing fencing and Network Rail and Infrastructure Maintainer agree this was the subject of a validated renewal proposal	I8	Network Rail (IQ**)
b.	Where problem is with large birds (geese and / or swans or birds of this size or larger)	X8	Network Rail (XQ**)
c.	Train striking other birds	V8	Train Operator (V*##)
d.	Where access was caused by a gate being left open.	X8	Network Rail (XQ**)
e.	Where animals gain access to the infrastructure and the fence is properly maintained	I8	Network Rail (IQ**)

4.4.3 The principle that delay is attributed to Network Rail as a result of striking geese and swans is that they tend to have clearly defined flight paths and mitigation is better-applied lineside. Pheasants and similarly sized birds are not classed as large birds, and mitigation for small birds (including flocks of small birds) best lies with the train operator – in the design, or protection of vulnerable equipment.

## **4.5 BRIDGE STRIKES**

- 4.5.1 For the purposes of delay attribution, a Bridge Strike is defined as an incident in which a road vehicle or its load, or a waterborne vessel or its load, impacts with the fabric of a Bridge:  
An incident in which a rail vehicle or its load collides with a bridge is not a Bridge Strike but is an incident to be recorded under 4.9 or 4.34 as applicable.
- 4.5.2 A bridge strike shall be coded XP and all delays caused by a bridge strike shall be allocated to Network Rail.  
This coding shall be used prior to and after an examination of the bridge by a Bridge Strike Nominee when:
- trains are stopped in accordance with Rule Book Section T16.7
  - a Signal Box Special Instruction is in place permitting trains to continue to run over or under the bridge;
  - trains continue to run in accordance with the Operating Instruction for a late reported Bridge Strike or in accordance with an Operating Instruction for Bridge Strikes by light vehicles.

## **4.6 CANCELLATION OF FREIGHT SERVICES**

- 4.6.1 Unless a freight train is clearly cancelled as a result of an Incident attributable to Network Rail, it will be the responsibility of the Freight Operator to advise the reason to the Network Rail *Route* Control responsible for the immediate vicinity of the point of cancellation. If no such information is available, then Code FL to be used.

## **4.7 DUPLICATE DELAYS**

- 4.7.1 Due to current TRUST handling of out of sequence train timing reports, a single instance of Minutes Delay may appear twice either with the same or different coding and attribution. Delay Code PJ should be employed for attribution of the Duplicate minutes.

## **4.8 PLANNED AND EMERGENCY POSSESSIONS (INCLUDING OVERRUNS)**

- 4.8.1 Delays due to pre-planned possessions should be attributed in accordance with Section 4.34.
- 4.8.2 Incidents due to Emergency Possessions to be allocated appropriate I\*/J\*/Q\*/X\* Code, reflecting actual reason for Possession.
- 4.8.3 Where a possession is likely to, or has overrun (and a delay is likely to be caused owing to a late hand back), an incident should be created for each such event. The details to be recorded must include the identification of the contractor and nature of works being undertaken, the estimated time of overrun, line(s) affected, and details identifying from whom the information was received. The incident should then be allocated to the appropriate contractor using Delay code "I5" For the purposes of attribution in accordance with this section of DAG, it should be noted that the term "Overrun" also includes the completion of any associated S & T work after the possession has been given up, in the event of such remedial works being required.
- 4.8.4 Where an infrastructure train is delayed entering a possession "waiting acceptance" purely because the contractor is not ready to accept the train (as opposed to

infrastructure failure or train failure for example), or where an infrastructure train is delayed leaving a possession for reasons which are the contractor's responsibility, but the possession does NOT overrun, then the delay should be coded "I7" and attributed in accordance with DAG Section 4.9.

Likely situations:

No.	Circumstances	Delay Code	Incident Attribution
a.	Overrun of Possession, not due to the failure of an Engineers Train or On-Track Machine	I5	Contractor causing the overrun (I#**) If the Contractor does not have a Performance Regime attribute to the organisation that let the contract.
b.	Overrun of Possession, due to the failure of an Engineers Train or On-Track Machine	**	As Per Section 4.9
c.	Where possession over-run is due to a late start caused by problem with the train plan	QM	Network Rail (QQ**)

#### **4.9 ENGINEERS ON-TRACK EQUIPMENT AND ENGINEERING HAULAGE TRAIN FAILURE OR OTHER PROBLEM**

No.	Circumstances	Delay Code	Incident Attribution
a.	Self-propelled on track equipment (" <b>yellow plant</b> ") failure or defect and late start from stabling point/Yard.	MV	Contractor under whose Access Agreement the move is being made (MR*#)
b.	Engineers' train failure or defect including late start from yard or stabling point	F*/M*	Train Operator. Usually *WAE for EWS trains, *DBI for Freightliner
c.	" <b>Yellow Plant</b> " or Engineers' train awaiting access to possession site.	I7	Attributed to the prime cause of this why possession is taken late.

No.	Circumstances	Delay Code	Incident Attribution
d.	“ <b>Yellow Plant</b> ” or Engineers Train late coming out of possession/ work site due to work in possession/work site late. (Possession Overrun)	I7 (or I5 if overrun results)	Contractor responsible for work site where problem arose (IQ**).
e.	Engineers’ train late coming out of possession site due to waiting traincrew, vehicle fault or other train operator problem	F*/M*/A*	Freight train operator (F##*/M##*).
f.	Yellow Plant late coming out of possession site due to waiting traincrew, vehicle fault or other train operator problem	MV	Yellow Plant operator (M##*)

**Note:** If “**Yellow Plant**” or engineers train late from Siding / Yard or stabling point awaiting possession to be taken then attribution is to the prime cause as why possession is taken late.

#### **4.10 FATALITIES AND INJURY CAUSED BY BEING HIT BY A TRAIN**

4.10.1 The term “fatality” as used in this section, covers persons injured having been struck by a train.

4.10.2 Likely situations:

No.	Circumstances	Delay Code	Incident Attribution
a.	Fatality on Network Rail Infrastructure including the track in stations or in the vicinity of a station <b>except</b> in cases where <b>both</b> access of passengers to/from trains <b>and</b> the passage of trains at the time they are scheduled to stop is prevented (see next text box below)	XC	Network Rail (XQ**) @  <b><u>ADRC Determination 27</u></b>
b.	Fatality on Network Rail Infrastructure including the track in stations or in the vicinity of a station which prevents <b>both</b> the passage of a train at the time it is scheduled to stop <b>and</b> the access of passengers to/from that train. Note that this applies only to template passenger operators, some of whose trains stop at that station.	VC	Joint Responsibility -separate Incident to be created for each Operator directly affected (DH**)  (See 4.10.4. below)



No.	Circumstances	Delay Code	Incident Attribution
c.	Fatality on non-Network Rail operated infrastructure affecting trains of non-passenger Operator	AZ/FZ	FOC - separate Incident to be created for each affected (A##*/F##*)
d.	Fatality on a station platform caused by a train.	VC/FZ	Train Operator of the train involved (F##*/V##*)
e.	Fatality on a train, or as a result of falling from a train.	VC	Train Operator of train on which the person was travelling (V##*)

@ One Incident will be sufficient for all such Operators.

- 4.10.3 In all cases, the closure of access must be undertaken by a responsible person and be reasonable and justified in the circumstances, which should be detailed in the incident freeform.
- 4.10.4 Circumstances may arise where Joint Responsibility criteria are met for only a limited period within the overall duration of the incident; for example, the police may initially close the line and the station, but then allow one to be re-opened, while keeping the other closed. In certain circumstances multiple incidents may be required as defined in 4.10.2 above.
- 4.10.5 Note that, in the event of Joint Responsibility being applicable in accordance with the guidance above, an incident should be created for each operator incurring at least one direct delay in respect of any train booked to call at the station affected during the period of closure. Any subsequent direct delays in respect of trains booked to stop incurred by that operator should be attributed to this incident. Subsequent directly affected trains not booked to call should be attributed to Network Rail.
- 4.10.6 The above section notwithstanding, normal arrangements apply in respect of the attribution of reactionary delay (see paragraph 4.1.2.).
- 4.10.7 Initial attribution in accordance with the guidance above should be reviewed by performance/account teams to ensure that all parties have taken reasonable steps to avoid and/or mitigate the effects of the incident. Any failure to mitigate delay must be attributed to the responsible party in accordance with DAG paragraph 4.1.4.

## 4.11 FIRES (INCLUDING FALSE ALARMS)

### 4.11.1 Likely situations:

No.	Circumstances	Delay Code	Incident Attribution
a.	Lineside fire on Network Rail operated Infrastructure, except where caused by a traction unit, cable or other infrastructure defect.	I9	Network Rail (IQ**).
b.	Lineside fire caused by infrastructure equipment defect	Appropriate I*/J* Code	As per Section 4.16
c.	Lineside fire caused by traction unit	Appropriate M* Code	Train Operator of train causing fire (M##*)
d.	Fire external to railway infrastructure (including those that spread to railway infrastructure)	XL	Network Rail (XQ**)
e.	<p>Fire in station buildings or on platform where trains may pass through and though scheduled to stop do not do so:</p> <ul style="list-style-type: none"> <li>▪ <b>Not vandalism</b></li> <li>• <b>Caused by vandalism</b></li> </ul>	<p>RH</p> <p>VF</p>	<p>Train Operators – separate incident for each Operator serving that station at the time of the incident (RH**)</p> <p>Train Operators – separate incident for each Operator serving that station at the time of the incident (V##*)</p>

No.	Circumstances	Delay Code	Incident Attribution
f.	Fire in station buildings or on platform: <ul style="list-style-type: none"> <li>▪ Which prevents the passage of a train at the time it is scheduled to stop <b>but not</b> the access of passengers to / from that train;</li> <li>▪ Affecting Train Operators, none of whose regular trains are booked to call at station.</li> </ul> <ul style="list-style-type: none"> <li>• <b>Not vandalism</b></li> <li>• <b>Caused by vandalism</b></li> </ul>	OJ  XB	Network Rail (OQ**)  Network Rail (XQ**)
g.	Fire in station buildings or on platform which prevents the passage of a train at the time it is scheduled to stop <b>and</b> the access of passengers to / from that train. <ul style="list-style-type: none"> <li>• <b>Not vandalism</b></li> <li>• <b>Caused by vandalism</b></li> </ul>	RH  VF	Joint Responsibility – separate incident for each Operator serving that station at the time of the incident (DH**)  Joint Responsibility – separate incident for each Operator serving that station at the time of the incident (DH**)
h.	Fire in Network Rail buildings other than stations: <ul style="list-style-type: none"> <li>• <b>Caused by vandalism</b></li> <li>• <b>Not vandalism</b></li> </ul>	XV  OV	Network Rail (XQ**)  Network Rail (OQ**)
i.	Fire on platforms or in station buildings affecting FOC Trains booked to call at stations	AK	FOC Trains (A##*)
j.	Fire in freight yard / terminal including private sidings	AK	Freight Operator(s) – separate incident for each affected (A##*)

No.	Circumstances	Delay Code	Incident Attribution
k.	Fire in Fleet depot:  <ul style="list-style-type: none"> <li>• <b>Caused by vandalism</b></li> <li>• <b>Not vandalism</b></li> </ul>	VF  NC	Passenger Operator(s) – separate incident for each affected (VH**)  Separate incident for each Train Operator affected
l.	Fire on passenger train  <ul style="list-style-type: none"> <li>• <b>Caused by vandalism</b></li> <li>• <b>Not vandalism</b></li> </ul>	VF  MY	Operator of train involved (V##*)  Operator of train involved (M##*)
m.	Fire on freight train	MY	Operator of train involved (M##*)

4.11.2 In all cases, the closure of access must be undertaken by a responsible person and be reasonable and justified in the circumstances, which should be detailed in the incident freeform.

4.11.3 Circumstances may arise where Joint Responsibility criteria are met for only a limited period within the overall duration of the incident; for example, the police may initially close the line and the station, but then allow one to be re-opened, while keeping the other closed. In such circumstances multiple incidents may be required as defined in 4.10.2 above.

4.11.4 Note that, in the event of Joint Responsibility being applicable in accordance with the guidance above, an incident should be created for each operator incurring at least one direct delay in respect of any train booked to call at the station affected during the period of closure. Any subsequent direct delays in respect of trains booked to stop incurred by that operator should be attributed to this incident. Subsequent directly affected trains not booked to call should be attributed to Network Rail.

4.11.5 The above section notwithstanding, normal arrangements apply in respect of the attribution of reactionary delay (see paragraph 4.1.2).



## **4.12 FLEET EQUIPMENT PROBLEMS**

4.12.1 Incidents to be given the appropriate M\* Code and attributed to Train Operator whose train has suffered a failure or similar problems (M##\*).

4.12.2 Likely exceptions:

<b>No.</b>	<b>Circumstances</b>	<b>Delay Code</b>	<b>Incident Attribution</b>
a.	If there is severe weather affecting most modes of transport and causes problems to passenger traction units or vehicles	VW	Train Operator (V##*)
b.	Sandite vehicle /snowplough /weedkiller /break-down train failure or problems	OM	Network Rail (OQ**)
c.	Engineers On-Track machine failure or problems (except in possessions)	MV	Train Operator under whose Access Agreement the movement is made (M##*/MR**)

4.12.3 NB: Multi-Purpose Vehicles (MPV's) are frequently deployed as Railhead Conditioning (RHC) trains. In the event of such a vehicle suffering mechanical failure while operating in this capacity, coding of the incident must be in accordance with DAG paragraph 4.26.4

4.12.4 Changes to Appendix A have resulted in a considerable net increase in TOC M\* delay codes. Certain traction types now require different delay codes to be used in respect of particular defects. In respect of those traction types, it is the responsibility of the TOC to advise Network Rail which code should be used. If no information is provided inputters should select the code described as “[vehicle type]:other” (see Appendix A, section M). No expansion or amendment of Network Rail’s investigative responsibilities is implied.

## **4.13 FLEET DEPOT DELAYS (INCLUDING MAJOR MAINTENANCE DEPOTS)**

4.13.1 Normally the Minutes Delay will be coded with the appropriate F\*, M\* or T\* Code and allocated to an incident attributed to the Operator of the train(s) involved. Separate Incidents are to be created for each Operator directly affected with Responsible Manager Code F##\*, M##\* or T##\*, as appropriate.

4.13.2 Likely exceptions:

<b>No.</b>	<b>Circumstances</b>	<b>Delay Code</b>	<b>Incident Attribution</b>
a.	Infrastructure defect or problem on Network Rail operated infrastructure outside the depot	I*/J*/X* as appropriate	See section relating to particular type of problem

No.	Circumstances	Delay Code	Incident Attribution
b.	Right time departure delayed waiting passage of late running train(s)	YF or YG as appropriate	Main Incident(s) causing other train(s) to be late at that point
c.	Right time departure delayed waiting passage of early running train	OB	Network Rail (OQ**)

4.13.3 Where the Depot is not Network Rail operated infrastructure, it will be the responsibility of the Operator of the train delayed to provide the necessary information to Network Rail to accurately allocate the Minutes Delay to an Incident. Often this will be by use of the Late Start Reason Code in the TOPS/SDR Departure input. Any incident attributed on the basis of such input must state the data source in the freeform text. When a Y\* code is used the Operator must advise Network Rail the reporting number of the delayed inward working. The TRUST Delay Attribution inputter must ensure that this reactionary delay is attributed to the prime incident. If no information is provided, then the Delay Minutes will be allocated to an Incident coded MZ attributable to that Operator.

#### **4.14 FLOODING**

**4.14.1** Where flooding occurs affecting Network Rail infrastructure an incident should be raised coded (JK/IQ\*\*).

**4.14.2** For the attribution of all train delay associated with the occurrence up to and including the completion of the Infrastructure Maintainer's rapid response. Such rapid response will include all mitigating actions to be undertaken by the Infrastructure Maintainer, covered within the scope of the Infrastructure Maintenance Contract.

*Where widespread flooding occurs, disrupting other forms of Transport, such as closure of a number of major roads, or where trains are delayed as the result of the Route Flood Prevention Procedure, the incident should be coded to (XW, XQ\*\*).*

*In addition if the railway line is the lowest point in the surrounding area, other forms of transport may not be affected as they may be on higher ground therefore it may be legitimate to use code XW.*

*If there are no other forms of transport in the area and the railway is flooded then it may be legitimate to use code XW*

4.14.3 Likely examples:

No.	Circumstances	Delay Code	Incident Attribution
a.	Flooding caused by drainage being inadequately maintained.	JK	Infrastructure Maintainer (IQ**)
b.	Flooding on Network Rail infrastructure significantly disrupting other forms of transport as well.	XW	Network Rail (XQ**)
c.	Flooding resulting from burst water pipes, which are outside the responsibility of the Infrastructure Maintainer	XM	Network Rail (XQ**)
d.	Flooding resulting in delays associated with <i>Route</i> Flood Precaution Procedures	XW	Network Rail (XQ**)

**4.15 FREIGHT TERMINAL / YARD / OTHER NON-NETWORK RAIL OPERATED INFRASTRUCTURE DELAYS**

4.15.1 Normally the Minutes Delay will be coded with the appropriate A\*, F\*, M\*, O\* or T\* Code and allocated to an incident attributed to the Operator of the train(s) involved, Responsible Manager Code A##\*, F##\*, M##\*, O##\* or T##\* as appropriate. For Fleet Depots see *paragraph* 4.13.1.

4.15.2 Likely exceptions:

No.	Circumstances	Delay Code	Incident Attribution
a.	Infrastructure defect or problem on Network Rail operated infrastructure outside the terminal/yard	I*/J*/X* as appropriate	See section relating to particular type of problem
b.	Right time departure delayed waiting passage of late running train(s)	YF or YG as appropriate	Principal Incident(s) causing other train(s) to be late at that point
c.	Right time departure delayed waiting passage of early running train	OB	Network Rail (OQ**)
d.	Late departure caused by late arrival of inward loco or traincrew or waiting connecting inward rail borne traffic	YH/YJ/YK as appropriate	Principal Incident causing inward train to be late



4.15.3 Where a Freight Terminal/Yard is not Network Rail operated infrastructure, or the delay or Reliability Event occurs on other non-Network Rail operated infrastructure it will be the responsibility of the Operator of the train to provide the necessary information to Network Rail to accurately allocate the Minutes Delay to an Incident. Often this will be by use of the Late Start Reason Code in the TOPS/SDR Departure input. Any incident attributed on the basis of such input must state the data source in the freeform text. When a Y\* code is used the Operator must advise Network Rail the reporting number of the delayed inward working. The TRUST Delay Attribution inputter must ensure that this reactionary delay is attributed to the prime incident. If no information is provided, then the Delay Minutes will be allocated to an Incident coded FW or TZ, as appropriate, attributable to that Train Operator.

#### **4.16 INFRASTRUCTURE EQUIPMENT FAILURE**

4.16.1 To be given the appropriate I\*/J\* Code and attributed to the Infrastructure Maintainer responsible for faulting and maintenance at the location concerned. This includes:

- Failures caused by litter affecting infrastructure equipment
- Failures associated with trackside telephones, including SPT's and at level crossings.

4.16.2 Likely exceptions:

<b>No.</b>	<b>Circumstances</b>	<b>Delay Code</b>	<b>Incident Attribution</b>
a.	Infrastructure failure on non-Network Rail running lines causing trains to be delayed – including LUL infrastructure but excluding Channel Tunnel / Europe.	TX / AX	Train Operator(s) – separate incident to be created to each operator involved (T*** / A***)
b.	<b>Cable Failure caused by Vandalism:</b> <ul style="list-style-type: none"> <li>• Where the failure is due to cable vandalism / theft</li> <li>• Where it is identified that the failure is due to vandalism / theft (other than to cables)</li> </ul>	XR  XB	Network Rail (XQ**)  Network Rail (XQ**)
c.	<b>Road related incidents 1)</b> Damage to level crossing equipment caused by road traffic	XD	Network Rail (XQ**)
d.	<b>Road related incidents 2)</b> Road vehicle striking bridge	See 4.5	As per section 4.5

No.	Circumstances	Delay Code	Incident Attribution
e.	<b>Road related incidents 3)</b> Damage to infrastructure other than bridges or level crossings caused by road vehicles not involved in railway work	XN	Network Rail (XQ**)
f.	<b>Road related incidents 4)</b> Track Circuit failures near level crossings caused by road salt	XN	Network Rail (XQ**)
g.	<b>Bridges &amp; Structures 1)</b> Structural problems on bridges (excluding lifting / swing bridges and bridge strikes), tunnels, viaducts and buildings	QD	Network Rail (QQ**)
h.	<b>Bridges &amp; Structures 2)</b> Swing bridge failure	JI	Network Rail (IQ**)
i.	<b>Bridge &amp; Structures 3)</b> Where it is identified that problems with embankments, cuttings, subsidence or sea defences are not as a result of insufficient vegetation or vermin control or drainage maintenance.	IV	Network Rail (IQ**)
j.	Power supply failure caused by loss of supply from an external supplier.	XK	Network Rail (XQ**)
k.	Failure of TPWS on-track equipment	J1	Network Rail (IQ**)
l.	Wires down or other OLE problems	See 4.40	As per section 4.40
m.	Animals on the line	See 4.4	As per Section 4.4
n.	<b>Staff error</b> e.g. items left foul of line, inadvertent signal replacement, detonator placement errors	JL	Infrastructure Maintainer/TRC (IQ**)

**Additional guidance:**

4.16.3 Track Circuit Failures

a) Broken Rails

There may be occasions when an apparent track circuit failure turns out to be an indication of a broken rail. In these circumstances the delay should be attributed (or changed) to IR.

b) Insulated Block Joint Failures (IBJ)

Further, in some cases an insulated block joint (IBJ) failure, i.e. the insulation between the two track circuits may cause a track circuit failure. If it is the insulation on the IBJ which has failed or is faulty, the delays should be coded as a track circuit failure - IC. If, however, the IBJ fault lies with the joint itself, then the delays should be coded as a

track fault - IS. Where an IBJ causes a track circuit to fail and cause delay the delay should be attributed to IC. Where an IBJ failure does not cause the track circuit to fail but does result in trains being delays, e.g. through cautioning of trains due to a dipped joint the delay should be coded IS.

c) Leaf Fall Contamination

Where a track circuit failure is caused by leaf fall contamination, the delays should be coded QJ.

4.16.4 Track & Rail Defects

*The code IS should be used for track defects such as broken fishplates, bolts, where packing is required, ESRs imposed, broken joints.*

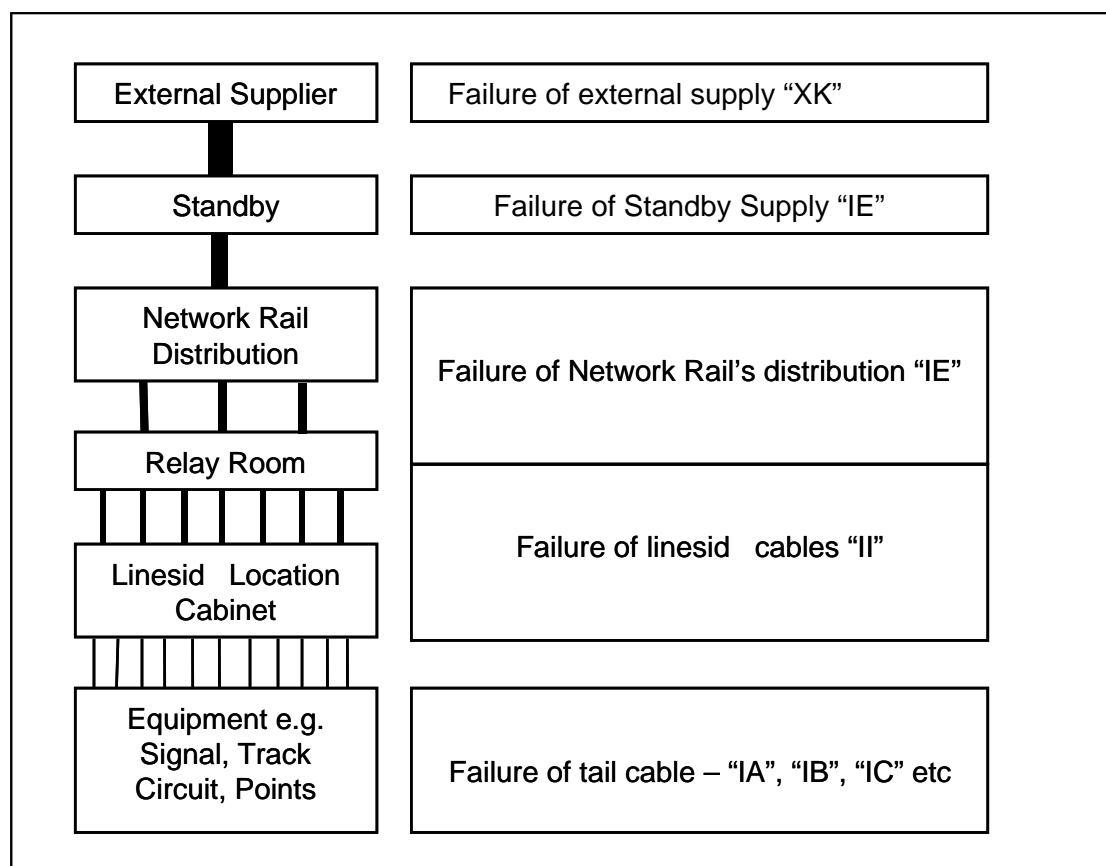
*The code IR should be used where the rail is broken.*

*The code IT should only be used where a suspected track defect is reported but no fault is found.*

4.16.5 Cable Faults & Power Supply Failures

The following diagram illustrates how to differentiate & attribute delays to power failures, cable faults or track circuit, signal faults etc.

Figure 2 - Schematic of Delay Codes Through Distribution Supply Chain



If the fault is from the incoming supply to Network Rail then the codes XK should be used, to denote rapid response. See paragraph 4.16.2 for details.

If the fault is between the Network Rail distribution point and the relay room the delays should be coded IE - power failure.

If the fault is between the relay room and the Lineside location cabinet the failure should be coded II - cable fault.

Finally, if the fault lies between the Lineside location cabinet and the equipment such as a signal, it is a tail cable failure. This should be coded according to the piece of equipment it feeds. Therefore if it is a track circuit tail cable it should be coded IC.

Where the external power supply fails and a standby supply is fitted but does not activate, the code IE should be used and attributed to the Infrastructure Maintainer. Likewise if a power blip causes delays and an Uninterruptible Power Supply is fitted but does not activate, the code IE should be used and attributed to the Infrastructure Maintainer.

#### 4.16.6 Telecommunication Links

The code JC is used for failures of communication links between telecoms or signalling equipment. Such failures can be the reason that signalling functions such as TDM/SSI, Train Describer (TD) and Block Circuits (BLO) are not operational.

#### 4.16.7 Telecom Equipment Failures

The code IK is used for failures to telephony equipment (not communication links). This code should be used to describe failures of the following equipment:

- Signal Box Telephone Concentrator System (CON)
- Signal Post Telephones (SPT)
- Level Crossing Telephones, both NR and BT lines (LCT)
- RETB Emergency Telephones
- Ground Frame Telephones
- Points Telephones
- General Lineside Telephones (TEL)
- Driver Only Operation (P) Closed Circuit Television (DVT)

#### 4.16.8 Radio Failures (Legacy Communications)

The code I0 (zero) is used for delays due to failures of legacy radio communication equipment, NRN radio equipment (off train), CSR/SMA equipment (off train), RETB radio equipment.

#### 4.16.9 Electrical Control Rooms

The code J0 (zero) is used for delays due to failure of GSM-R or IVRS communication systems, including the failure of associated mobile communication devices issued to traincrew.

#### 4.16.10 Token Equipment Failure

The code IL is used for a token failure or RETB terminal failure. Failure of RETB radio link should be coded as 4.16.7. Failures of the standby dial-up system should be coded in line with 4.06.5 or 4.16.6.

#### 4.16.11 Electrification

Code I1 should be used for a failure of the overhead line equipment or the third rail equipment.

Code I2 should be used where trips on OHLE (not pantographs) occur and no known reason can be found.

Code I3 obstruction of the overhead wires or third rail should be allocated to the reason for the item being there, i.e. Weather, Vandalism, Trespass or thrown fallen from a train. If the reason for the obstruction is not known, code I3 should be used.

Code I4 should be used when there are problems associated with motorised and manual switches, incoming breakers, track feeder breakers and isolation irregularities. Code JP should be used where the **OCB** trip is caused by vegetation within the 5 meter confines of the flail strip, including when attached to a structure.

4.16. **12** Infrastructure failures on FOC or privately owned infrastructure Code AX to be used, with one incident for each affected operator.

#### **4.17 LATE ARRIVAL OF INWARD WORKING**

4.17.1 When a train starts late due to the late arrival of the inward locomotive and / or stock, the appropriate YG, YH and YI Code is to be used and allocated to the cause of delay (other than an P-coded TSR) which has contributed most to the lateness at destination. Care must be taken to include all relevant details, Responsible Train reporting number.

4.17.2 As both parties are expected to mitigate the effects of any occurrence wherever possible, the late start should be less than the lateness on arrival of the inward working. Where the late start exceeds the lateness on arrival of the inward working, a separate incident should be created to explain the additional delay. Late running trains should normally be turned round in less time than that booked. In each case a view must be taken on how much of the late start was due to the late arrival of the inward working and how much was caused by a separate occurrence at the origin station. The Minutes Delay to be split accordingly.

4.17.3 If a train starts late due to traincrew see section 4.38.

#### **4.18 LOADING PROBLEMS**

4.18.1 Use code AG attributing to Operator of train concerned (A##\*). This includes trains overloaded etc., leaving a Possession or worksite.

4.18.2 Exception:

No.	Circumstances	Delay Code	Incident Attribution
a.	Train conveying dangerous goods	FA	Operator of train involved (F##*)

#### **4.19 MARSHALLING OF TRAIN INCORRECT**

4.19.1 For passenger trains use Code TZ and for freight trains use Code FB, attributing to Operator of train involved (F##\* or T##\*, as appropriate)

4.19.2 Exceptions:

No.	Circumstances	Delay Code	Incident Attribution
a.	Train conveying dangerous goods	FA	Operator of train involved (F##*)
b.	Train incorrectly marshalled due to late arrival of part of consist	YH/YI	Principal Incident causing late inward arrival

No.	Circumstances	Delay Code	Incident Attribution
c.	Train incorrectly marshalled due to signaller allowing portions into platforms or sidings in wrong order other than due to late running	OC	Network Rail (OQ**)

#### **4.20 MISHAPS AND MAJOR SAFETY INCIDENTS**

4.20.1 If an incident occurs on Network Rail infrastructure, for which the outcome of a Formal Inquiry, as convened in accordance with Group Standard G0/OT0004, is required to establish responsibility and this could lie with at least one Train Operator, then it is to be coded FU or TU, as appropriate. Examples of such incidents are certain derailments and collisions. If two or more Train Operators may be responsible, a separate Incident to be created for the trains of each, with Responsible Manager (F##\* or T##\*). If Network Rail and other Train Operators agree that they did not contribute to its cause then a separate Incident for trains of those Operators to be created, coded OI, and attributed to Network Rail (OQ\*\*). The formal investigation conclusion as to cause may enable the attribution to be resolved and will allow the Incident(s) to be recoded as appropriate. In all other cases the Incident to be coded as per 4.20.2 and/or 4.20.3.

4.20.2 Given the disruptive nature of many major incidents and that the need to convene a Formal Inquiry may not be immediately apparent, it may not be practical to apply paragraph 4.20.1 above in real time. In these circumstances the code that best describes the problem should be used wherever possible and attributed accordingly. Where the exact cause is not obvious, the appropriate code AY/FY/IY/MY/OY/Ry/TY to be used.

4.20.3 Particular codings:

No.	Circumstances	Delay Code	Incident Attribution
a.	Dangerous Goods Incident/Irregularity	FA	Train Operator (F##*)
b.	Overloaded wagons, slipped load or similar	AG	Train Operator (A##*)
c.	Confirmed Hot Axle Box	MR	Train Operator (M##*)
d.	Hot Axle Box detection - no fault found or wrong detection	IN	Infrastructure Maintainer (IQ**)
e.	Displaced conductor rail	I1/FU/TU	As appropriate to cause (IQ**, F##*   or T##*)
f.	Wires down	See 4.40	As per Section 4.40
g.	Fires or fire alarms	See 4.11	As per Section 4.11

No.	Circumstances	Delay Code	Incident Attribution
h.	Injury to passenger (non malicious)	TE	Train Operator (T##*)
i.	Assault on passenger	VB	Train Operator (V##*)
j.	Injury to member of staff in Railway Industry	FZ/ <del>I</del> Z/MZ/ OC/RZ/TG/ TH <i>or</i> TK	Employee's organisation or the one to which they are contracting if not Network Rail/TOC/ /FOC/ Infrastructure Maintainer/TRC
k.	Door Open incident on passenger train	TL	Train Operator (T##*)
l.	Door open incident on non-passenger train	FZ	Train Operator (F##*)
m.	Level crossing incidents involving damage	ID	Infrastructure Maintainer (IQ**)
n.	Misuse of level crossing	XS	Network Rail (XQ**)
o.	Bridge Strike	XP	As per Section 4.5
p.	Fatality or injury caused by being hit by a train	See 4.10	As per Section 4.10
q.	Vandalism, trespass and theft	See 4.36	As per Section 4.36
r.	Signal Passed at Danger due to infrastructure failure	Appropriate I*/J* Code	Infrastructure Maintainer (IQ**)
s.	Signal Passed at Danger due to Train Operator causes	AY/FP/FY/ MY RY/TG/TH	Train Operator
t.	Signal Passed at Danger due to signaller's error	OC	Network Rail (OQ**)
u.	Signal Passed at Danger due to leaf fall contamination	QH/FP/TG	As Per Section 4.3
v.	Network Rail Network closed due to emergency on adjacent airfield/airport.	XZ	Network Rail (XQ**)



## **4.21 MINUTES DELAY NOT APPARENTLY DUE TO NETWORK RAIL**

- 4.21.1** If following investigations with its own staff Network Rail has reasonable grounds to believe that the Minutes Delay were not its responsibility and the Operator is unable to immediately provide information, then use code TO for passenger trains and FO for freight trains and attribute to Operator. A separate Incident to be created for each such instance which must indicate what Network Rail sources of information have been used and which post(s) in the Operator's organisation were approached for information, where applicable. Such TRUST Incidents must not be created without sufficient investigation using Network Rail's own sources of information.
- 4.21.2** These incidents may be re-attributed on the basis of further investigation by the Train Operator.
- 4.21.3** Any loss in time in running should take into consideration the circumstances given in section 4.31.5.

## **4.22 TRUST BERTH ERRORS**

- 4.22.1** TRUST Berth errors occur due to anomalies in TRUST automatic reporting, whereby a train might appear to lose time as the result of an inaccurate report, only to recover it immediately. In certain circumstances, these anomalies may be sufficiently pronounced to cause the generation of a Delay Alert. Such anomalous reports should be corrected in accordance with BPM Procedure 2, Section 3.3. However, if the times are not revised, the delay alerts generated should be attributed to an incident coded PT. Incorrect TRUST timings should be corrected in accordance with BPM Procedure 2, Section 7.

## **4.23 REGULATION AND SIGNALLING OF TRAINS**

- 4.23.1** Where a train has been held at a regulating point for another train and for no other reason, outwith the agreed Regulating Instructions for that location, the Minutes Delay should be coded OB (or OD if this is by direction of the *Route* Control) and attributed to Network Rail (OQ\*\*). This also applies if a train is delayed following a slower running train that has been allowed to proceed against the Regulating Instructions between two regulating points and for no other reason.
- 4.23.2** If a train is delayed at or between successive regulating points ***as a result of correct application of the Regulating Instructions and for no other reason***, then the appropriate Y\* code is to be used for the Minutes Delay and these should be attributed to the principal TRUST Incident of the most late train at the point where the reactionary delay occurred.. Should the principle TRUST Incident be some form of P\* coded Speed Restriction or Possession then the delay is to be allocated to a separate Incident in accordance with section 4.33.
- 4.23.3** In the event of a train being incorrectly regulated or routed as a result of a signaller correctly applying an incorrectly-produced Train Service Simplifier, the minutes delay should be attributed to Network Rail and coded OQ/OQ\*\*. This coding shall apply irrespective of whether the simplifier was created by Network Rail or some other organisation, with the exception of simplifiers produced by Operational Planning which should be coded to (QQ / QQ\*\*).
- 4.23.4** In the event of a train being incorrectly routed, the attribution of delay is dependent on the route set, and the actions of the driver affected. If the driver does not take the

incorrect route, or if the route is an agreed booked diversionary route for that service which would not result in missed station calls if taken, all delay should be attributed to the signaller, coded OC/OQ\*\*.

4.23.5 In the event of the route being set for an incorrect route that is not a booked diversionary route, or would involve a missed station for which prior advice of diversion had not been received, the driver is expected to advise the signaller at the junction signal controlling the junction, or if not possible to stop in time safely, at or before the next signal. In the event of the driver not stopping and contacting the signalman at the appropriate point, a second incident should be created coded TG/TH\*\* or FP/F\*\*\* and any delays divided equally between the two incidents.

#### **4.24 SAFETY PROBLEMS REPORTED BY STAFF OR PUBLIC**

4.24.1 All Railway Industry staff have a duty to report Safety problems that will or appear to affect the safe operations of trains or the infrastructure. On occasions similar reports are received from members of the public. This section reflects the responsibilities of organisations to ensure that such reports are acted upon and investigation may reveal that the problem may no longer be apparent.

4.24.2 Likely circumstances:

<b>No.</b>	<b>Circumstances</b>	<b>Delay Code</b>	<b>Incident Attribution</b>
a.	Infrastructure Maintainer confirm defect after report of poor ride quality	As per Section 4.16	As per Section 4.16
b.	Following report of poor ride quality Infrastructure Maintainer unable to find an apparent cause	IT	Infrastructure Maintainer (IQ**)
c.	Infrastructure Maintainer confirm signalling problems causing change of signal aspects or other reported signalling anomaly	As per section 4.16	As per section 4.16
d.	Signaller accidentally puts signal to danger	OC	Network Rail (OQ**)
e.	Signal put back to danger to stop train due to Safety of the Line incident	Appropriate Code	As appropriate to code
f.	Should no cause be apparent for a change of signal aspects or other reported signalling anomaly	JM	Infrastructure Maintainer (IQ**)
g.	Infrastructure Maintainer/Network Rail staff confirm presence of reported obstruction	JX	Infrastructure Maintainer (IQ**) or Network Rail (IQ#) as below
h.	Network Rail & Operator agree that a train has struck an unidentified obstruction on the line and Infrastructure Maintainer were required to attend (not vandalism)	JX	Infrastructure Maintainer (IQ**) (see also paragraph 4.36.1)

i.	Network Rail & Operator agree that a train has struck an unidentified obstruction on the line and Infrastructure Maintainer were not required to attend (not vandalism)	JX	Network Rail (IQ#*)  (see also paragraph 4.36.1)
j.	Operator's staff confirm that there is a defect with traction or rolling stock	Appropriate M* Code	Operator of train concerned (M##*)

No.	Circumstances	Delay Code	Incident Attribution
k.	Tail lamp or headlamp is out or train shows both headlamps/marker lights and tail lamps/lights at same end of train or intermediate lamps/lights.	FM or TJ as appropriate to type of train	Operator of train concerned (F##* or T##*)
l.	Operator's staff unable to find reported train-related safety problem.	FZ, M9 or TZ as appropriate to type of train	Operator of train concerned (F##*, M##* or T##*).
m.	Network Rail staff unable to find reported infrastructure related safety problem.	<i>J4</i> or as appropriate to reported problem	Infrastructure Maintainer (IQ**)

See paragraph 3.2.5.

4.24.3 Delays incurred while signallers are completing RT3185 or RT 3187 forms following a reported infrastructure failure, should be attributed to the incident that made use of the form necessary.

#### **4.25 REMOTE CONDITION MONITORING EQUIPMENT**

4.25.1 Where it is not possible to find the reported train – related problem, and it can be confirmed the reporting device (WILD, HABD, WHEELCHEX, PANCHEX) is operating correctly” Delay code FZ, M9 or TZ Operator of train concerned (F##\*, M##\* or T##\*).

Where it cannot be confirmed the reporting device is functioning correctly Code “IN” I##\*.

#### **4.26 RAILHEAD CONDITIONING TRAINS**

4.26.1 Note that, in the context of this guide, “Railhead Conditioning” (RHC) trains, incorporates Sandites, MPV’s and de-icer services.

4.26.2 Network Rail is responsible for the operation of RHC trains on the network to assist with adhesion in the autumn period. Although Network Rail contracts this work to Train Operators or other suppliers, it is Network Rail who is normally responsible for delays associated with RHC train operation.

4.26.3 So that RHC trains may be properly handled in other systems ‘downstream’ from TRUST, it is essential that they are allocated unique sets of Train Service Codes in the creation of schedules. Operations Planning Managers, *Route* Performance Managers |

and others in charge of control offices are responsible for ensuring the integrity of coding for these trains.

#### 4.26.4 Likely situations:

No.	Circumstances	Delay Code	Incident Attribution
a.	Delays caused by a failure to operate Rail head treatment trains or to lay Rail head treatment trains where/when programmed	OE	Network Rail (OQ**)
b.	Delays caused by inadequate pathing for a RHC train (WTT)	QA	Network Rail (QQ**)
c.	Delays caused by inadequate pathing for a RHC train (STP)	QM	Network Rail (QQ**)
d.	Delays caused by inadequate pathing for a RHC train (VSTP)	QN	Network Rail (QQ**)
e.	Delays caused by incorrect regulation of a RHC train.	OB	Network Rail (OQ**)
f.	Delays caused by a technical failure associated with a RHC train.	OM	Network Rail (OQ**)
g.	Delays caused by a RHC train taking an unusually long time in a section or at a location.	OS	Network Rail (OQ**)
h.	Late start of a RHC from depot	OO	(OQ**)

## **4.27 SECURITY ALERTS**

#### 4.27.1 Likely situations:

No.	Circumstances	Delay Code	Incident Attribution
a.	Suspect package or other security alert actually on Network Rail Infrastructure, including Network Rail buildings other than stations.	XI	Network Rail (XQ**)
b.	Any security alert adjacent to and affecting trains running on Network Rail Infrastructure but not causing a station to be evacuated, including railway property not owned/operated by Network Rail	XI	Network Rail (XQ**)
c.	Security alert at or affecting a station, including alerts on non-railway property, where trains are allowed to pass through	VI	Template Operator - separate Incident for each affected

	but not stop		(V <sup>***</sup> )
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No.	Circumstances	Delay Code	Incident Attribution
d.	Security alert at or affecting a station, including alerts on non-railway property, which prevents the passage of a train at the time it is scheduled to stop <b>and</b> the access of passengers to/from that train.	VI	Joint Responsibility - separate Incident for each affected Operator serving that station during the duration of the incident (DH <sup>**</sup> )  (see paragraph 4.27.3 below)
e.	Security alert affecting trains of Operators, none of whose regular services call there (including non-passenger operators)	XI	Network Rail (XQ <sup>**</sup> ) @-
f.	Security alert at a station affecting Royal Mail Postal or charter trains booked to call there	AZ	Royal Mail - separate Incident to be created (A <sup>##*</sup> )
g.	Security alert in Passenger Fleet Depot affecting trains in depot	VI	Train Operator - separate Incident for each Operator affected (V <sup>##*</sup> )
h.	Security alert in non-Passenger Fleet Depot affecting trains in depot	MZ	FOC- Separate Incident for each affected (M <sup>##*</sup> )
i.	Security alert affecting non-Passenger trains running on infrastructure not operated by Network Rail (other than Fleet Depots affecting trains running on/to/from that infrastructure)	AZ	FOC- Separate Incident for each affected (A <sup>##*</sup> )
j.	Suspect package or other security alert in a passenger, freight or postal train	VI (RZ/FZ for Charter/Res /Freight)	Operator of train concerned (V <sup>##*</sup> or F <sup>##*</sup> )

@ One Incident will be sufficient for all such Operators.

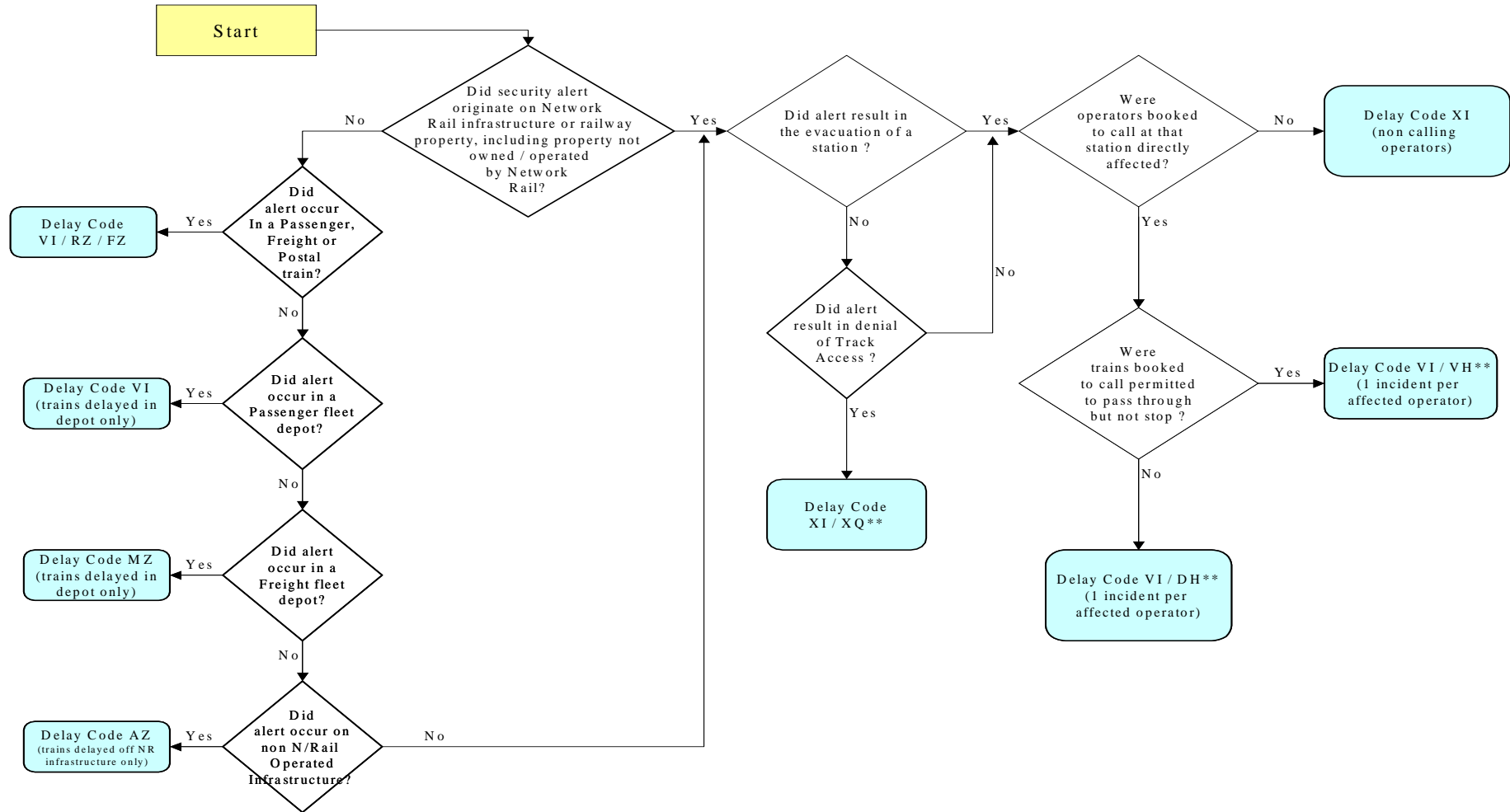
4.27.2 In all cases, the closure of access must be undertaken by a responsible person and be reasonable and justified in the circumstances, which should be detailed in the incident freeform.

4.27.3 Circumstances may arise where Joint Responsibility criteria are met for only a limited period within the overall duration of the incident; for example, the police may initially close the line and the station, but then allow one to be re-opened, while keeping the other closed. In such circumstances multiple incidents may be required as defined in 4.27.1 above.

4.27.4 Note that, in the event of Joint Responsibility being applicable in accordance with the guidance above, an incident should be created for each operator incurring at least one direct delay in respect of any train booked to call at the station affected during the period of closure. Any subsequent direct delays in respect of trains booked to stop incurred by that operator should be attributed to this incident. Subsequent directly affected trains not booked to call should be attributed to Network Rail.

4.27.5 The above section notwithstanding, normal arrangements apply in respect of the attribution of reactionary delay (see paragraph 4.1.2).

4.27.6 Flowchart identifying attribution of various types of security alert



## **4.28 STATION OPERATING DELAYS**

4.28.1 Normally, station delays are attributable to the operator of the trains concerned.

4.28.2 Likely situations:

<b>No.</b>	<b>Circumstances</b>	<b>Delay Code</b>	<b>Incident Attribution</b>
a.	Waiting traincrew	TG/TH/TI/Y J or YN	As per Section 4.38
b.	Non-malicious injury to passenger	TE	Operator of train involved (T##*)
c.	Seat reservation problems	TF	Operator of train involved (T##*)
d.	Train catering staff including trolley operators delaying train	TK	Operator of train involved (T##*)
e.	Waiting passenger connections within the TOC/Network Rail Connection Policy, except where the principle incident causing delay to the incoming train is a FOC owned incident.	YL	Prime incident causing train to be late at that point
f.	Waiting passenger connections within the TOC/Network Rail Connection Policy, where the prime incident causing delay to the incoming train is a FOC owned incident	YL	Prime Incident causing incoming train to be late at that point, if the connecting service is of hourly or lower frequency. If more than hourly frequency then separate incidents to be created attributable to Network Rail (OZ/OQ**)
g.	Waiting passenger connections authorised by TOC but outwith TOC/Network Rail Connection Policy	RK/TM	Operator of train being held (T##*)
h.	Waiting passenger connection - not authorised	RI	Operator of train being held(R##*)
i.	Overtime caused by passengers joining/alighting	RB	Operator of train involved (R##*)
j.	Overtime caused by exceptional passenger loadings due to special events e.g. sport fixtures	R7	Operator of train involved (R##*)
k.	Overtime caused by disabled persons joining / alighting	RC/RQ	Operator of train involved (R##*)



No.	Circumstances	Delay Code	Incident Attribution
l.	Overtime caused by loading/unloading of bicycles	RR/RS	Operator of train involved (R##*)
m.	Delay due to shunter	RD	Operator of train involved (R##*)
n.	Delay due to watering train	RD	Operator of train involved (R##*)
o.	Overtime due to station staffing problems	R3	Train Operator - separate Incident to be created for each affected (R##*)
p.	Overtime due to late TRTS being given by station staff	R2	Operator of train involved (R##*)
q.	Overtime to passenger train caused by failure of lifts/escalators	RE	Train Operator - separate Incident to be created for each involved affected (R##*)
r.	Overtime to passenger train caused by failure of customer information systems	RV	Train Operator - separate Incident to be created for each involved affected (R##*)
s.	Failure of internal power supply to station structures or systems.	RZ	Train Operator - separate Incident to be created for each involved affected (R##*)
t.	Failure of external power supply to station structures or systems that does not affect the power supply for the operation of trains.	VZ	Train Operator - separate Incident to be created for each involved affected (V##*)
u.	Overtime to Royal Mail Postal train caused by failure of lifts/escalators, including re-platforming as a result of such failure.	AZ	Royal Mail (A##*)
v.	Loading or unloading letter mails or parcels	RF (AZ for Royal Mail)	Operator of train involved (A##* or R##*)
w.	Fire or fire alarm at station	See 4.11	As per section 4.11
x.	Waiting for authorised Special Stop Orders to be issued	RL	Operator of train involved (R##*)

No.	Circumstances	Delay Code	Incident Attribution
y.	Waiting issue of unauthorised Special Stop Orders	RJ	Operator of train involved (R##*)
z.	Disorder/drunks/assaults/theft/vagrants and serious crimes at station	VB	Train Operator - separate Incident to be created for each Operator involved (V##*)
aa.	Ticket irregularities	VE	Train Operator involved (V##*)
ab.	Fatality or injury caused by being hit by a train at station	See 4.10	As per section 4.10
ac.	Police searching train (not security alert)	VG	Train Operator involved (V##*)
ad.	Security alert	See 4.27	As per section 4.27

4.28.3 Changes to Appendix A have resulted in a considerable net increase in TOC R\* delay codes. Certain station operating events now require different delay codes to be used in respect of particular circumstances. In respect of these, it is the responsibility of the TOC to advise Network Rail which code should be used. If no information is provided inputters should select the code which best describes the incident on the basis of available information (see Appendix A, section R). No expansion or amendment of Network Rail's investigative responsibilities is inferred.

4.28.4 All the foregoing circumstances are equally applicable to Network Rail Major Stations. Network Rail is only liable for delays in its capacity as infrastructure controller, not as provider of station facilities.

#### **4.29 TEMPORARY (INCLUDING EMERGENCY) SPEED RESTRICTIONS**

4.29.1 The correct coding of such Incidents (excluding Emergency Speed Restrictions) must be advised in advance to the Route Performance and Control organisations to allow the setting up of TSR Network Delay Incidents within TRUST DA on publication of the Weekly Operating Notice. This must include the average time loss for each class of train, the Incident Delay Code and the Responsible Manager Code. The Account Executives, Operational Planning Managers and Asset Managers organisations must ensure that a suitable system is in place for such information to be available. Any TSR identified as a Planned Incident must comply with the stipulations of Schedule 8.

4.29.2 Emergency Speed Restrictions should be set up as an ordinary Network Delay with the upper delay threshold set at the maximum typical time loss for each class of train. In addition, the likelihood of additional delay awaiting the erection of speed boards should also be taken into account when determining the appropriate threshold. The Incident created must then be subsequently amended to reflect train delay once this work has been done.

4.29.3 Likely situations:

No.	Circumstances	Delay Code	Incident Attribution
a.	Planned TSR in connection with maintenance, renewal or other work covered by sufficient time allowed for temporary speed restrictions and other engineering work (box time) in the working timetable	PA	Not the responsibility of any industry party (PQ <sup>**</sup> )
b.	Planned TSR for maintenance, renewals or other work not covered by sufficient time allowed for temporary speed restrictions and other engineering work (box time) in the working timetable	IZ	<i>Infrastructure Maintainer (IQ<sup>**</sup>)/Track Renewal Contractor (IQA<sup>*</sup>)</i>
c.	Where a TSR (possibly more restrictive than that planned) has been imposed due to possession work not being completed	JG	<i>Infrastructure Maintainer (IQ<sup>**</sup>)/Track Renewal Contractor (IQA<sup>*</sup>)</i>
d.	Condition of Track within Rules of the Route	PB	Not the responsibility of any industry party (PQ <sup>**</sup> )
e.	Condition of Track TSR not within Rules of the Route	JS	Infrastructure Maintainer (IQ <sup>**</sup> )
f..	Condition of Track TSR not within Rules of the Route due to the agreed renewal date being exceeded	JS	<i>Infrastructure Maintainer (IQ<sup>**</sup>)/Track Renewal Contractor (IQA<sup>*</sup>)</i>
g.	Condition of Bridge TSR within Rules of the Route	PC	Not the responsibility of any industry party (PQ <sup>**</sup> )
h.	Condition of Bridge TSR not within Rules of Route	QD	Network Rail (QQ <sup>**</sup> )
i.	Condition of Earthworks TSR within Rules of the Route not due to inadequate drainage maintenance	PH	Not the responsibility of any industry party (PQ <sup>**</sup> )

No.	Circumstances	Delay Code	Incident Attribution
<i>j.</i>	Condition of Earthworks TSR not within Rules of the Route due to inadequate work by Infrastructure Maintainer	IV	Infrastructure Maintainer (IQ**)
<i>k.</i>	Emergency Speed Restriction due to infrastructure problem	I*/J* Code reflecting reason for restriction	As appropriate to cause of problem
<i>l.</i>	Emergency Speed Restriction following a derailment	See Mishap Section	As per Section 4.20
<i>m.</i>	Temporary or Emergency speed restriction imposed as a result of rolling contact fatigue.	JO	Infrastructure Maintainer (IQ**)

**Note:** The term Within Rules of the Route used above should be interpreted to mean that there is sufficient unused recovery time in the timetable and in the case of Condition of Track/Earthworks/Structures the reason for the speed restriction is declared in Rules of the Route /Plan.

#### **4.30 THE SPECIAL TRAIN**

4.30.1 If any train delay results from the running of The Special Train then it is to be coded OZ and allocated to an Incident with Responsible Manager Code OQAX.

#### **4.31 TIMETABLE AND RESOURCE PLANNING ERRORS**

4.31.1 This section reflects the requirement on Network Rail to produce validated train paths and schedules for non-VSTP services, usually any service requested by the Operator at least two days before that on which it is due to depart from origin.

4.31.2 If there are errors in the Network Rail schedule then use code QA for WTT/LTP services, QM for STP/VAR schedules from Protim/TSDB/Train Plan, and QN for VSTP created schedules and attribute to Network Rail. A TSI enquiry will show whether the Schedule was set up by TSDB or TOPS. If the problem is caused by the Train Operator's documentation not agreeing with Network Rail's schedule or a TOPS schedule created by the Operator then use code FH for freight trains or TA for passenger trains and attribute to the Operator.

4.31.3 Where a VSTP service has been agreed and input, and **that train only** incurs minor delays (less than 5 minutes), these delays may be attributed to a separate incident, coded PN/PQ\*\*. In the event of any reactionary delays being caused to non-VSTP services, the incident must be re-coded in accordance with paragraph 4.31.2 above.

4.31.4 Trains not cancelled in TSDB but which are planned should be allocated to Incidents with delay code PE/PG/PK, as appropriate, and Responsible Manager Code PQ\*\*. The code PD is automatically applied to any schedule cancelled in TSDB and should not be used in any other circumstances.

4.31.5 A train cancelled via TSDB and coded PD must not be reinstated in the system by any party, if the train is required to run this should be requested as a new train via the Very Short Term Planning procedure.

4.31.6 If time loss in running is considered to be due to an RT3973 restriction the following circumstances should be considered:

Likely circumstances:-

No.	Circumstances	Delay Code	Incident Attribution
a.	RT3973 conditions requested by operator but schedule does not allow for the restrictions	QA/QM (WTT or STP dependent)	Network Rail (QQA*)
b.	RT3973 conditions not requested by operator	FH/TA	Train Operator (F##*) (T##*)

#### **4.32 TRACKSIDE SIGNS INCLUDING TSR/ESR BOARD DEFECTIVE/BLOWN DOWN**

4.32.1 Delays resulting from missing, damaged, defective or obscured trackside signs should be coded IQ and attributed to Network Rail (IQ\*\*)

#### **4.33 TRAINS INCURRING SEVERAL SMALL DELAYS**

4.33.1 This section covers trains that have incurred several small delays below the normal explanation threshold but then suffer or cause a Reactionary Delay of at least as many minutes as the threshold (3 minutes or more for most Operators).

4.33.2 If the train has been regulated correctly and it is known why it has lost time (e.g. several successive TSR's 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 TSR's, the reactionary delay should be coded QL/QQ\*\*, as per paragraph 2.6.7. Where possible, delays below the threshold should be attributed.

4.33.3 If the cause of the previous Minutes Delay is not known and the train has been regulated correctly a separate Incident Coded ZZ with Responsible Manager Code OQ\*\* is to be created. However, if the circumstances of paragraph 4.21.1 apply then a separate Incident is to be created as per that section. In either case the Reactionary Delay, appropriately coded, to be allocated to the Incident created.

4.33.4 If the train was incorrectly regulated, then the Minutes Delay to be coded as per Section 4.23.

#### **4.34 TRAIN WORKING DURING PLANNED POSSESSIONS OR BLOCKAGES**

4.34.1 This section covers delays resulting from the need to divert trains, operate Single Line Working or other special method of working trains (including during signalling disconnections) due to a pre-planned possession or other blockage of one or more tracks and for which there is no Recovery Time or amendment of train schedules.

4.34.2 For pre-planned possessions (those shown in Weekly Operating Notices or associated notices), Account Executives and Operational Planning and Asset Managers must ensure that information is available in advance to the Route Performance and Control organisations to allow the correct coding and attribution of such Incidents. The Account Executive must advise what arrangements were agreed with Train Operators regarding retiming of trains.

4.34.3 Likely situations:

<b>No.</b>	<b>Circumstances</b>	<b>Delay Code</b>	<b>Incident Attribution</b>
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 trains for pre-planned Possessions between the Recording Points where: <ul style="list-style-type: none"> <li>• the work is taking place but delays exceed maximum Recovery Time per train; or</li> <li>• no Recovery Time exists to avoid delays to other services; or</li> <li>• the work is taking place but Network Rail fail to make the retimings.</li> </ul>	QB	Network Rail (QQ**)  (Excess minutes only)

No.	Circumstances	Delay Code	Incident Attribution
c.	Train Operator(s) and Network Rail agree not to retime trains for pre-planned Possessions but in doing so delay other trains not included in the agreement	QL	Separate incident for such trains attributed to Network Rail (QQ**). 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.

4.34.4 When diversions or single line working are necessary due to an emergency possession or unplanned blockage of the route any Minutes Delay, etc. to be attributed to Incident as per Sections 4.8 & 4.16.

4.34.5 Where Guidance in [section 4.34.3](#) specifies the use of a P\* delay code, reactionary delay as a result of attribution to this incident should be allocated to a separate incident, coded QL. In the event that a possession causes reactionary delay in an area controlled by a different Area Production Manager (or equivalent) to that where the possession is located, the QL incident to which those delays are attributed should have a Network Rail Manager code matched with that of the P-code possession incident. In the event that more than one P-coded possession is responsible, the Network Rail Manager code should match that of the P-coded possession contributing the largest number of delay minutes at the point of reactionary delay. If two or more possessions contribute an equal number of minutes, [DAG section 4.1.5](#) applies. The Description of the QL-coded incident **must** include a reference to the Incident number of the P-coded possession.

#### **4.35 TRUST OUTAGES**

4.35.1 All delays where Network Rail is unable to investigate and/or record cause as a result of TRUST System failures, including SMART site failures, shall be coded OP/OQ\*\*. This coding shall apply in all circumstances, including those where a fault number has been issued. Note that all parties are required to provide information necessary to identify causes of delay as given in section 1.3.1.

#### 4.36 VANDALISM / THEFT / TRESPASS

**Explanatory Note:** Trespass is also to be taken to include threats of suicide.

##### 4.36.1 Likely situations:

No.	Circumstances	Delay Code	Incident Attribution
a.	Infrastructure failure due to cable vandalism or theft	XR	Network Rail (XQ**)
b.	Where it is identified: <ul style="list-style-type: none"> <li>• that an infrastructure failure is due to vandalism or theft (other than to cables); or</li> <li>• Objects have been placed deliberately on Network Rail infrastructure; or</li> <li>• Fencing is inadequate maintained; or</li> <li>• Objects have been thrown / fired at trains or onto track on Network Rail infrastructure, whether from outside railway premises or from railway premises including stations, and adjacent property such as car parks; or</li> <li>• Objects being thrown / fired from Network Rail infrastructure at trains or onto track on non-Network Rail Infrastructure (including LUL)</li> </ul>	XB	Network Rail (XQ**)
c.	Objects are thrown / fired at trains or onto track on non-Network Rail infrastructure from outside railway premises	VB/AZ as appropriate	Train Operator – separate incident to be created for each operator affected (V##*/A##*)
d.	Theft / trespass or vandalism except objects being thrown / fired from other than Network Rail infrastructure at trains or onto track on non-Network Rail infrastructure (including LUL) affecting trains including damage to Fleet equipment.	VB/AZ as appropriate	Train Operator – separate incident to be created for each operator affected (V##*/A##*)
e.	Objects are thrown / fired at trains or onto track on Network Rail infrastructure from railway premises controlled by a TRC	<i>MU</i>	<i>Depot owner (MR**)</i>
f.	Objects thrown / fired from trains	VB	Operator of train concerned (V##*)
g.	Trespass on Network Rail infrastructure where access to the infrastructure has been other than from a train	XA	Network Rail (XQ**)



No.	Circumstances	Delay Code	Incident Attribution
h.	Trespass on Network Rail infrastructure where access is gained by persons exiting trains without permission	VA	Operator of train concerned (V##*)
i.	Fatality or injury caused by being hit by a train	See 4.10	As per section 4.10
j.	Persons having alighted on Network Rail infrastructure having travelled on freight trains – where they boarded within a freight terminal, non Network Rail infrastructure (or outside the country i.e. Channel Tunnel)	AZ	(A##*)
k.	Trespass on Network Rail infrastructure – all incidents where Infrastructure Maintainer staff required by Network Rail to attend (1 <sup>st</sup> incident)	WA	Infrastructure Maintainer (WR**) (See 4.36.2 below)
l.	Trespass on Network Rail infrastructure where fencing is inadequately maintained by Infrastructure Maintainer (2 <sup>nd</sup> incident)	WA	Infrastructure Maintainer (WR**) (See 4.36.2 below)
m.	Trespass on Network Rail infrastructure where access is not due to inadequate maintenance of fencing by Infrastructure Maintainer or where access is gained via a station (2 <sup>nd</sup> Incident)	XA	Network Rail (XQ**)  <b>ADRC Determination 27</b> (See 4.36.2 below)
n.	Trespass on Network Rail infrastructure where access is gained by persons exiting trains without permission	VA	Operator of train concerned (V##*)
o.	Fatality or injury caused by being hit by a train	See 4.10	As per section 4.10
p.	Persons alighting onto Network Rail infrastructure having travelled on freight trains – where they boarded within a freight terminal (or outside the country i.e. Channel Tunnel)	AZ	(A##*)

4.36.2 Note that, in the event of Joint Responsibility being applicable in accordance with the guidance above, an incident should be created for each operator incurring at least one direct delay in respect of any train booked to call at the station affected during the period of closure. Any subsequent direct delays in respect of trains booked to stop incurred by that operator should be attributed to this incident. Subsequent directly affected trains not booked to call should be attributed to Network Rail.

4.36.3 The above section notwithstanding, normal arrangements apply in respect of the attribution of reactionary delay (see paragraph 4.1.2.).

4.36.4 Initial attribution in accordance with the guidance above should be reviewed by performance/account teams to ensure that all parties have taken reasonable steps to avoid and/or mitigate the effects of the incident. Any failure to mitigate delay must be attributed to the responsible party in accordance with DAG paragraph 4.1.4.

#### **4.37 WAITING TO PASS BOOKED TRAINS DURING POSSESSION**

4.37.1 If Minutes Delay are incurred by trains running substantially in their booked path on approach to the possession site but are delayed waiting for the possession to be (partly) given up as per published arrangements for possession, Incident to be coded I6 and attributed to organisation in charge of Possession (Network Rail if non-TRC work). Responsible Manager Code *IQA\** or *IQ\*\**, as appropriate.

4.37.2 If the train is running significantly late, the Minutes Delay to be allocated to the principal Incident causing the train to be late on the approach to the Possession site.

#### **4.38 WAITING TRAINCREW**

4.38.1 Delays caused by traincrew late booking on-duty for whatever reason is the responsibility of the Train Operator.

4.38.2 Normally the Minutes Delay should be coded FE for freight trains or TG/TH/TI for passenger trains and attributed to the Operator.

4.38.3 Exceptions:

<b>No.</b>	<b>Circumstances</b>	<b>Delay Code</b>	<b>Incident Attribution</b>
a.	If the Operator confirms that the traincrew were on a late inward working, provided they had booked on duty prior to travelling on it	YJ	Attributed to principal TRUST Incident causing inward train to be late
b.	If a train running significantly late is further delayed waiting traincrew and the Operator confirms that the booked crew have not waited or events where Traincrew Resources Managers have to provide traincrew (or "step up") to mitigate delays.	YN	Attributed to principal TRUST Incident causing train to be late

4.38.4 If a train had to wait for traincrew off a significantly late inward working then delay may result while the driver / (senior) conductor take their (belated) booked Physical Needs Break (PNB), but still the lateness on departure should be no greater than the inward working.

## **4.39 WEATHER EFFECTS**

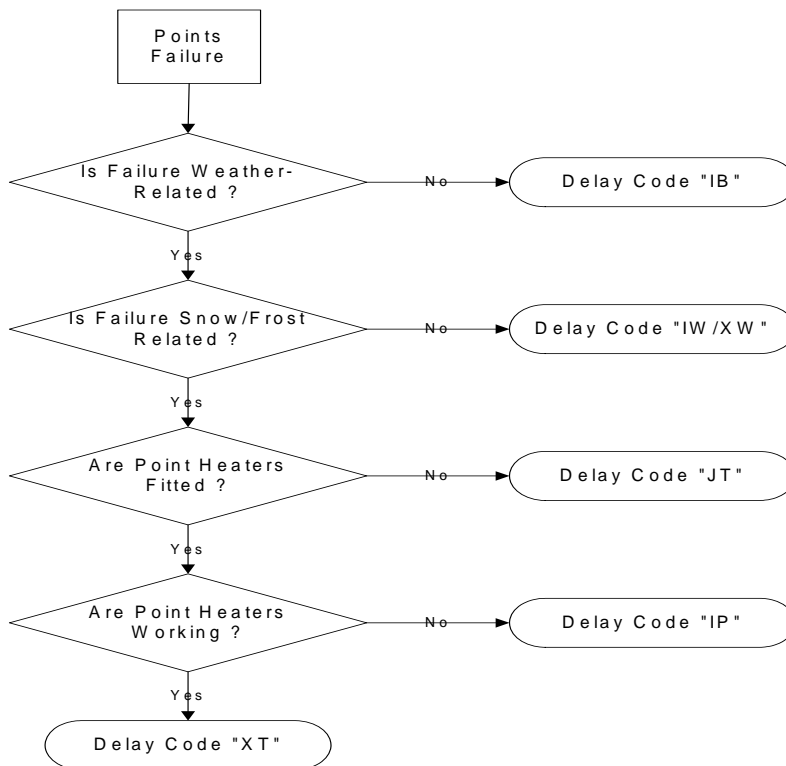
4.39.1 If the weather is so severe that most other forms of transport are also badly affected, VW, or X\* to be used, as per paragraph 4.39.2, so that Passenger Train Operators can exclude such problems for Passenger's Charter purposes. It should be noted that the affect on other forms of transport has no relevance other than for Passenger's Charter. If weather does not badly affect other forms of transport use I\*, J\*, M\* or O\* Code, as applicable, in 4.39.2.

4.39.2 Likely situations:

<b>No.</b>	<b>Circumstances</b>	<b>Delay Code</b>	<b>Incident Attribution</b>
a.	Weather (other than snow) causing infrastructure failure unless agreement is reached between Network Rail and Infrastructure Maintainer that equipment is outside design parameters	I*, J* Code as appropriate	Infrastructure Maintainer (IQ**)
b.	Weather (other than snow) causing infrastructure failure, where agreement is reached between Network Rail and Infrastructure Maintainer that equipment is outside design parameters	XW	Network Rail (XQ#*)
c.	Weather causing localised passenger Fleet depot operating problems or any type of weather affecting non-passenger Fleet depots	MZ	Train Operator(s) involved. Separate Incident to be created for each Operator affected (M##*)
d.	Weather causing problems to individual Fleet equipment types including non-Passenger Fleet equipment in all weathers	MW	Train Operator(s) involved. Separate Incident to be created for each Operator affected (M##*)
e.	Wires down	See 4.40	As per section 4.40
f.	High winds or temperatures requiring imposition of blanket speed restrictions in accordance with Group Standards or other instructions	OF	Network Rail (OQ**)
g.	Ice on conductor rail or OLE (unless due to failure of De-icing Train)	OG	Network Rail (OQ**)
h.	Ice on conductor rail due to failure of De-icing Train	OE	Network Rail (OQ**)
i.	Miscellaneous obstructions on the line due to the effects of weather, including trees, if the Infrastructure Maintainer is required to attend	XX	Network Rail (XQ**)

No.	Circumstances	Delay Code	Incident Attribution
j.	Miscellaneous obstructions on the line due to the effects of weather, including trees, if the Infrastructure Maintainer is not required to attend	XX	Network Rail (XQ#*)
k.	Severe weather affecting passenger depot operation (see 4.39.1)	VW	Train Operator. Separate Incident to be created for each affected (V##)
l.	Severe weather affecting passenger Fleet equipment (see 4.39.1)	VW	Train Operator- Separate Incident to be created for each affected (V##)
m.	Severe weather (other than snow) affecting Network Rail infrastructure (see 4.39.1)	XW	Infrastructure Maintainer (WR**)
n.	Snow affecting operation of Network Rail infrastructure, but not necessary to introduce Winter Key Route Strategy	IW	Infrastructure Maintainer (IQ**)
o.	Snow affecting operation of Network Rail infrastructure and it is necessary to introduce Winter Key Route Strategy due to inadequate performance of Infrastructure Maintainer (e.g. switch heaters not operational or agreed level of snowing staff not supplied - see also 4.39.3)	XT	Infrastructure Maintainer (WR**)
p.	Snow affecting operation of Network Rail Infrastructure and it is necessary to introduce Winter Key Route Strategy despite adequate performance of Infrastructure Maintainer (e.g. switch heaters fully operational but unable to cope with snowfall and agreed level of snowing staff unable to cope). Infrastructure Maintainer adequately discharges agreed responsibilities after implementation of Key Route Strategy	XT	Network Rail (XQ**)
q.	Sun shining upon signal aspects, rendering drivers unable to clearly see aspects	XZ	Network Rail (XQ#*)
r.	Trains delayed due to Operating under 'fog or falling snow' regulations for semaphore signalling	QK	Network Rail (QQ**)
s.	Weather affecting station buildings, which prevents the passage of a train at the time it is scheduled to stop and the access of passengers to or from that train	VZ	Joint Responsibility (DH**)

### 4.39.3 Delay Code Guidance for dealing with Points Failures during adverse weather conditions



To allocate Responsible Manager code, refer to appropriate Delay Code entry in paragraph 4.39.2.

4.39.4 In cases where passenger access to and from trains via station platforms is prevented, the closure of access must be undertaken by a responsible person and be reasonable and justified in the circumstances and should be detailed in the incident freeform.

4.39.5 Circumstances may arise where Joint Responsibility criteria are met for only a limited period within the overall duration of the incident; for example, it may initially be necessary to close the line and the station, but then allow one to be re-opened, while keeping the other closed. In certain circumstances multiple incidents may be required.

4.39.6 Note that, in the event of Joint Responsibility being applicable in accordance with the guidance above, an incident should be created for each operator incurring at least one direct delay in respect of any train booked to call at the station affected during the period of closure. Any subsequent direct delays in respect of trains booked to stop incurred by that operator should be attributed to this incident. Subsequent directly affected trains not booked to call should be attributed to Network Rail.

4.39.7 The above section notwithstanding, normal arrangements apply in respect of the attribution of reactionary delay.

4.39.8 Initial attribution in accordance with the guidance above should be reviewed by performance/account teams to ensure that all parties have taken reasonable steps to avoid and/or mitigate the effects of the incident. Any failure to mitigate delay must be attributed to the responsible party in accordance with DAG paragraph 4.1.8.

#### **4.40 WIRES DOWN AND OTHER OLE PROBLEMS**

4.40.1 Normally any OLE associated problems should be coded I1 initially and attributed to the Infrastructure Maintainer (IQ\*\*) until better information is available.

4.40.2 Likely situations:

<b>No.</b>	<b>Circumstances</b>	<b>Delay Code</b>	<b>Incident Attribution</b>
a.	Wires down due to high winds	XW	Network Rail (XQ**)
b.	OLE trip (cause not known)	I2	Infrastructure Maintainer (IQ**)
c.	Miscellaneous items on the OLE, other than vandalism	I3	Infrastructure Maintainer (IQ**)

<b>No.</b>	<b>Circumstances</b>	<b>Delay Code</b>	<b>Incident Attribution</b>
d.	OLE power reduction	I4	Infrastructure Maintainer (IQ**)
e.	Locomotive ADD activation	M2	Operator of train concerned (M##*)
f.	Vandalism	XB	Network Rail (XB**)
g.	Incident subject to formal inquiry	OI	Network Rail (OQ**)

#### **4.41 FAILURE OF TASS BALISE SYSTEM.**

4.41.1 Where trains are introduced that have the ability to tilt they are fitted with a Tilt Authorisation and Speed Supervision (TASS) system to meet the primary requirements of GE/RT8012 (Controlling the Speed of Tilting Trains Through Curves) and GE/RT8019 (Tilting Trains: Controlling Tilt Systems to Maintain Clearances). There are systems on the trackside – a Balise, and on the train – the onboard TASS system. In the event of failure of either system then causation coding should be:

<b>No.</b>	<b>Circumstances</b>	<b>Delay Code</b>	<b>Incident Attribution</b>
a.	If the onboard TASS system fails	NA	Passenger Operator (M##*)
b.	If the TASS Balise (trackside equipment fails).	IM	Infrastructure Maintainer (IQ**)
c.	If no fault found	NB	Passenger

			Operator (M##*)
--	--	--	-----------------

4.41.2 Where a train fails to read more than one Balise consecutively then this should be taken to indicate that a fault has occurred on the train based TASS system and therefore delay should be coded to "NA". Where one train fails to read one Balise but then reads subsequent Balises then it cannot be determined if the fault is train based or track based, it is therefore assumed unless otherwise proven that the fault is train based, on this basis delay should be coded to "NB". Where more than one train fails to read the same Balise this should be taken to indicate that the track based equipment has failed and delay should be coded to "IM".

## SECTION 5: ACCESS TO TRUST MAINFRAME INCIDENT INFORMATION

### 5.1 INTRODUCTION

5.1.1 This section is intended as 'user manual' for anyone wishing to access recent TRUST Incident information held on the mainframe. It assumes a knowledge of other TRUST enquiries and procedures.

5.1.2 For reasons of commercial confidentiality, there are restrictions on access to this information and these are detailed in Section 6.

### 5.2 TRUST INCIDENT ENQUIRY COMMANDS

5.2.1 The number of enquiries has intentionally been kept to a minimum and there are essentially only two commands:

TRJF - Listing of Incidents deemed to be the responsibility of a particular Responsible Manager;

TRJG - Individual Incident enquiry.

5.2.2 Both commands are made from a standard blank TOPSCICS screen.

### 5.3 TRJF ENQUIRIES

5.3.1 Enquiries take the form:

TRJF RRRR T S DD ZZZ MMMMM DD/MM/YY  
or  
TRJF RRRR S/R DD ZZZ MMMMM DD/MM/YY

where **RRRR** is a Responsible Manager Code (Mandatory)  
either 4 character  
or generic; e.g. \*BC\* or ABC\*

**T** is the Incident Type (Optional):  
O - Open, C - Closed

**S** is either the one character Acceptance status (Optional) :  
A - Accepted (i.e. validated)  
D - Disputed  
W - Waiting Acceptance (i.e. waiting validation)

or **S/R** Incident Status and Reason (Optional), the values are:

A/A Accepted by User  
A/B Accepted by Default  
A/C Accepted by System  
D/D Disputed; Delay Code  
D/M Disputed; Manager Code  
D/P Dispute; Partial Acceptance



	W/W Waiting Acceptance; Normal
	W/R Waiting Acceptance; Additional Delays
<b>DD</b>	Delay Code (Optional) can be generic, e.g.. X*
<b>ZZZ</b>	Zone Code Generic codes can be entered, e.g.. L**
<b>MMMMM</b>	Impact (minutes) 1-5 numeric characters (leading zeros not required)
<b>DD/MM/YY</b>	Creation Date

If the last three fields are left blank then Open and Closed Incidents in any Acceptance status with any delay code will be listed.

5.3.2 The output takes the form of a list of Incidents, one line for each Incident which matches the enquiry options. Each line shows the Incident Type, Status, impact (i.e. total number of hours/minutes attributed to the Incident) and an indication if the Incident contains network delays or cancellations.

The entire list can be output to the printer by using the F10 key.

5.3.3 By typing an 'S' to the left of a particular Incident and then 'SEND', a display of that Incident will be available. This is the same as the output from the appropriate TRJG enquiry.

5.3.4 Typing a 'P' (Summary) or 'F' (Full) to the left of an Incident will produce Summary or Detailed prints of the selected Incidents. More than one Incident at a time can be selected for printing.

## **5.4 TRJG ENQUIRIES**

5.4.1 Enquiries take the form:

**TRJG NNNNNN**

where **NNNNNN** is the six character Incident Number (leading zeros can be ignored, where appropriate).

5.4.2 The output is the full Incident information consisting of an initial screen which can then be supplemented by pressing the appropriate option number and accessing further information on screens covering:

1. Network Rail free-format text
2. Trains affected
3. Accept/Dispute log
4. Network Delays

If an incident has affected over fifty trains, a default prompt to enter a starting date will be displayed. Either the required starting date should be entered, or enter **ALL** to display the complete list.

5.4.3 For those users making a TRJE train enquiry, the summary incident information for a particular delay can be obtained by placing an 'A' against the appropriate attributed delay shown below the train running information.

## **SECTION 6: TRUST INCIDENT SECURITY ARRANGEMENTS**

### **6.1 INTRODUCTION**

6.1.1 Restricted access arrangements are required for Incident information on the mainframe for commercial confidentiality purposes. All the security arrangements are driven by the NCI # sign-on of the user, the first two letters of which will accord with the Business Code of the organisation he/she belongs to.

### **6.2 ACCESS TO TRJF**

6.2.1 Users working for the following organisations can make a TRJF enquiry for a given Responsible Manager:

- Network Rail;
- The Responsible Manager's (i.e. the middle two characters of the Responsible Manager Code must coincide with the first two after '#' in the sign-on).

### **6.3 BROWSE ACCESS TO TRJG**

6.3.1 Users working for the following organisations can browse the details of a given incident.

- Network Rail;
- The Responsible Manager's (see 6.2.1);
- Any Train Operator who has at least one train delay or cancellation attributed to the incident. The list of trains affected should be restricted to those of that operator via the Train Service Code.

6.3.2 These restrictions apply irrespective of whether the user goes to the TRJG output direct, or via TRJF.

### **6.4 INCIDENT STATUS**

6.4.1 Only users in the Responsible Manager's organisation can change the Acceptance Status (i.e. Accept or Dispute).

### **6.5 CHANGES TO RESPONSIBLE MANAGER AND DELAY CODES**

6.5.1 The last character of the Responsible Manager Code can be altered on the mainframe to allow re-attribution within that organisation. The following users are permitted to do this:

- Those working for the Responsible Manager organisation provided Network Rail is in agreement if the Incident would move to another contract;
- Network Rail staff.

6.5.2 TOC and FOC staff are also permitted to amend Delay Code and Responsible Manager Code information to the extent that the Business code is not altered. Such amendment facilities cannot be used to amend an incident in any manner that would alter the status of the incident with regard to the Incentivised Performance Regime. It cannot be used to change an incident to a P-code, or Delay Codes TT / FT, or Joint

Responsibility, for example. Usual Delay/Manager code matching parameters apply.

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**SECTION A - FREIGHT TERMINAL OPERATING COMPANY CAUSES**

Abbreviated Departmental Cause Code: FTO

These codes are to be used for delays caused by Freight Terminal Operators including the customers of Freight Operating Companies and by the Operators of Res terminals (including passenger stations). Incidents are attributable to the company running the train, and not the operator of the yard.

For delays that are not specific to terminal operations see F-codes.

<b>CODE</b>	<b>CAUSE</b>	<b>ABBREVIATION</b>
AA	Waiting Terminal/Yard acceptance	ACCEPTANCE
AB	Waiting Customer release of documentation	DOCUMENTS
AC	Waiting train preparation or completion of TOPS list/RT3973	TRAIN PREP
AD	Terminal/Yard staff shortage including reactionary congestion caused by the shortage	WTG STAFF
AE	Congestion in Terminal/Yard	CONGESTION
AF	Terminal/Yard equipment failure - cranes etc	EQUIPMENT
AG	Adjusting Loaded wagons	LOAD INCDT
AH	Customer equipment breakdown/reduced capacity	BREAKDOWN
AJ	Waiting Customer's traffic including ship/road/air connections and Mail deliveries.	TRAFFIC
AK	Fire in freight yard / terminal (including private sidings, and stations – where it affects FOC services)	INF FIRE
AX	Failure of FOC-owned infrastructure	FOC INFRA
AY	Mishap in Terminal/Yard or on Terminal/Yard infrastructure	FTO MISHAP
AZ	Other Freight Operating Company, cause to be specified	FTO OTHER

**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.

<b>CODE</b>	<b>CAUSE</b>	<b>ABBREVIATION</b>
FA	Dangerous goods incident	DGI INCDT
FB	Train stopped on route due to incorrect marshalling	REMARSHALL
FD	Booked loco used on additional/other service	LOCO USED
FE	Traincrew rostering error/not available, including crew relief errors	NO T/CREW
FF	Booked Traincrew used for another service	CREW USED
FH	Traincrew/loco diagram/planning error (See also TAG Section 4.31.2)	DIAG ERROR
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
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



**SECTION I - INFRASTRUCTURE CAUSES**

Abbreviated Departmental Cause Code: INF

Codes for delays caused by signalling, trackwork and electrification defects or failures.

<b>CODE</b>	<b>CAUSE</b>	<b>ABBREVIATION</b>
IA	Signal failure	SIGNAL FLR
IB	Points failure	POINTS FLR
IC	Track circuit failure	TC FAILURE
ID	Level crossing failure incl. barrow/foot crossings and crossing treadles	LEVEL XING
IE	Power failure	POWER FLR
IF	Train Describer/Panel /ARS/SSI failure	PANEL FLR
IG	Block failure	BLOCK FLR
IH	Electronics/TDM failure/remote control failure	TDM FLR
II	Power Supply cable fault/fire due to cable fault	CABLE FLR
IJ	AWS/ATP failure	AWS/ATP
IK	Telephone equipment failure	PHONE/SPT
IL	Token equipment failure	TOKEN FLR
IM	Infrastructure Balise Failure	BALISE
IN	HABD/PANCHEX/WILD/WHEELCHEX failure (no fault found/wrong detection)	HABD FAULT
IP	Points failure caused by snow or frost where heaters are fitted but found to be not operative or defective	PNT HEATER
IQ	Trackside sign blown down/light out etc	TRACK SIGN
IR	Broken/cracked/twisted/buckled/flawed rail	RAIL FLAW
IS	Track defects (other than rail defects i.e. fish plates, wet beds etc)	TRACK FLT
IT	Bumps reported - cause not known	BUMP RPRTD
IU	Engineers on-track plant affecting possession	ONTRACK EQ
IV	Earthslip/subsidence/breached sea defences	EARTHSLIP
IW	Weather - effect on Infrastructure equipment	WEATHER
IY	Mishap - Infrastructure <i>Maintainer</i> causes	INF MISHAP
IZ	Other infrastructure causes	INF OTHER

**APPENDIX A4**  
**Delay Causation Codes**

<b>CODE</b>	<b>CAUSE</b>	<b>ABBREVIATION</b>
I0	Telecom <i>equipment</i> failures legacy (inc. NRN/CSR/RETB link)	RADIO FLR
I1	Overhead line/third rail defect	OHL/3 RAIL
I2	AC/DC trip	AC/DC TRIP
I3	Obstruction on OHL, cause of which is not known	ON OHL
I4	OHL/third rail power supply failure/reduction	SUPPLY FLR
I5	Possession over-run from planned work	OVERRUN
I6	Waiting clearance to pass booked trains	BETWN TRNS
I7	Engineer's train late/failed in possession	ENGNRS TRN
I8	Animals on line	ALL ANIMAL
I9	Fires starting on Network Rail Infrastructure	RLTRK FIRE

**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.

<b>CODE</b>	<b>CAUSE</b>	<b>ABBREVIATION</b>
JC	Telecom cable failure (transmission sys & cable failures )	COMM LINKS
JG	ESR/TSR due to cancelled possession/work not completed	ESR/TSR
JI	Swing/lifting bridge failure	SWING BDGE
JK	Flooding not due to exceptional weather	FLOODING
JL	Infrastructure Maintainer/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	Non-maintenance of the 5 metre Flail Strip	FLAIL STRP
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 on line (include. trees), not the result of trespass/vandalism, weather or fallen/thrown from trains	MISC OBS
J0	Telecom radio failures IVRS/GSM-R	GSM-R FLR
J1	TPWS On-track-equipment Failure	TPWS FLR
J2	TRTS Failure	TRTS FLR
J3	Axle Counter Failure	AXLE FLR
J4	Safety Issue No Fault Found	INF NFF

**SECTION M - MECHANICAL / FLEET ENGINEER CAUSES**

Abbreviated Departmental Cause Code: T+RS (Traction and Rolling Stock)

<b>CODE</b>	<b>CAUSE</b>	<b>ABBREVIATION</b>
MA	Electric loco (inc. IC225) failure/defect/attention: brakes	ELEC BRAKE
MB	Electric loco (inc. IC225) failure/defect/attention: traction	ELEC TRAC
MC	Diesel loco failure/defect/attention: traction	DIESL TRAC
MD	DMU (inc. HST)/MPV failure/defect/attention: traction (excluding Railhead Conditioning trains)	DMU TRAC
ME	Steam locomotive failure/defect/attention	STEAM LOCO
MF	International/Channel Tunnel locomotive failure/defect/attention	CHUNL LOCO
MG	Coach (inc. Intl/IC225) failure/defect/attention: brakes	COACH BRKE
MH	Coach (inc. Intl/IC225) failure/defect/attention: doors	COACH DOOR
MI	Coach (inc. Intl/IC225) failure/defect/attention: other	COACH OTHR
MJ	Parcels vehicle failure/defect/attention	PARCEL VEH
MK	DVT/PCV failure/defect/attention	DVT PCV
ML	Freight vehicle failure/defect attention (inc. private wagons)	FRGHT VEH
MM	EMU failure/defect/attention: traction	EMU TRAC
MN	DMU (inc. HST/MPV) failure/defect/attention: brakes (excluding Railhead Conditioning trains)	DMU BRAKE
MO	Loco/unit/vehicles late off depot (cause not known)	STOCK LATE
MP	Loco/unit adhesion problems	ADHESION
MQ	Electric loco (inc. IC225) failure/defect/attention: other	ELEC OTHER
MR	Hot Box or HABD/WILD activation (positive)	HOT BOX
MS	Stock change or replacement by slower vehicles (all vehicle types)	STOCK CHNG
MT	Safety systems failure (AWS/TPWS/ATP)	AWS TPWS
MU	Depot operating problem	DEPOT
MV	Engineer's on-track equipment failure outside possession	ON-TRACK
MW	Weather – effect on T&RS equipment	WEATHER
MX	Diesel loco failure/defect/attention: brakes	DIESL BRKE
MY	Mishap – T&RS cause	TRS MISHAP
MZ	Other Fleet Engineer causes/initial attribution	T+RS OTHER

**APPENDIX A7**  
**Delay Causation Codes**

<b>CODE</b>	<b>CAUSE</b>	<b>ABBREVIATION</b>
M1	Pantograph fault or PANCHEX activation (positive)	PANTOGRAPH
M2	Automatic Dropper Device activation	ADD
M3	Diesel loco failure/defect/attention: other	DIESL OTH
M4	EMU failure/defect/attention: brakes	EMU BRAKE
M5	EMU failure/defect/attention: doors	EMU DOOR
M6	EMU failure/defect/attention: other	EMU OTHER
M7	DMU (inc. HST/MPV) failure/defect/attention: doors (excluding Railhead Conditioning trains)	DMU DOOR
M8	DMU (inc. HST/MPV) failure/defect/attention: other (excluding Railhead Conditioning trains)	DMU OTHER
M9	Reported fleet equipment defect - no fault found	NFF
M0	Safety systems failure (DSD/OTMR/Vigilance)	DSD

**SECTION N –OTHER MECHANICAL / FLEET ENGINEER CAUSES**

Abbreviated Departmental Cause Code: T+RS (Traction and Rolling Stock)

<b>CODE</b>	<b>CAUSE</b>	<b>ABBREVIATION</b>
NA	Ontrain TASS Failure	TASS
NB	TASS – No fault found	TASS NFF
NC	Fire in fleet depot not caused by vandals (includes caused by vandals in respect of freight depots)	DEP FIRE

**SECTION O - NETWORK RAIL OPERATING CAUSES**

Abbreviated Departmental Cause Code: PROD

<b>CODE</b>	<b>CAUSE</b>	<b>ABBREVIATION</b>
OB	Delayed by lower priority train/wrong regulation	WRONG REG
OC	Signaller, including wrong routing	SIGNALLER
OD	Delayed as a result of Zone Control directive	RT CONTROL
OE	Failure to lay Sandite or operate Railhead Conditioning train as programmed	RHC PROG
OF	Blanket speed restriction for extreme heat or high wind	HEAT/WIND
OG	Ice on conductor rail/OLE	ICE
OH	ARS software problem (excluding scheduling error and technical failures)	ARS
OI	Formal Inquiry Incident - other operators	JOINT INQ
OJ	Fire in station building or on platform, affecting operators not booked to call at that station	STN FIRE
OL	Signal Box not open during booked hours	BOX CLOSED
OM	Technical failure associated with a Railhead Conditioning train	RHC FLR
OO	Late start of a RHC	RHC
OP	Failure of TRUST/SMART systems	TRUST FLR
OQ	Incorrect Simplifier	SIMP ERR
OS	Delays to other trains caused by a Railhead Conditioning train taking unusually long time in section or at a location	RHC LATE
OV	Fire or evacuation due to fire alarm of Network Rail buildings other than stations not due to vandalism	RTK FIRE
OY	Mishap - Network Rail Operating cause	RT MISHAP
OZ	Other Network Rail Operating causes	OPTG OTHER
O2	ACI Failures	ACI FAIL

**SECTION P - PLANNED OR EXCLUDED DELAYS / CANCELLATIONS**

Abbreviated Departmental Cause Code: PLND

These codes are to be used for time lost due to Temporary Speed Restrictions within Rules of Route and for planned train cancellations or delay/cancellations otherwise excluded from the Track Access Performance Regime. Reactionary delays (Y\*) must not be used against P coded incidents. A fresh incident should be established and coded in accordance with TAG Sections 4.29 and 4.34

<b>CODE</b>	<b>CAUSE</b>	<b>ABBREVIATION</b>
PA	Trackwork TSR within Rules of the Route	PLANND TSR
PB	Condition of Track TSR within Rules of the Route	PLANND COT
PC	Condition of Bridge TSR within rules of the route	PLANND COB
PD	TSDB Cancellation (Not to be input in TOPS/TRUST)	TSDB CANC
PE	Cancelled due to planned engineering work	ENGNRG WRK
PF	Planned engineering work - diversion/SLW not timetabled (within Rules of the Route)	DIVRSN/SLW
PG	Planned cancellation by Train Operator	PLAND CANC
PH	Condition of Earthworks TSR within Rules of the Route	PLND COE
PI	TSR for Schedule 4 Possession	SCH 4 TSR
PJ	Duplicate delay	DUPLICATE
PK	Bank Holiday Cancellation	BANK HOL
PL	Exclusion agreed between Network Rail and Train Operator	AGREED EXC
PN	Minor delays to VSTP service caused by regulation / time lost in running.	VSTP DELAY
PT	TRUST Berth Offset Errors	OFFSET ERR
PZ	Other contractual exclusion	OTH EXC



**SECTION Q - NETWORK RAIL NON-OPERATING CAUSES**

Abbreviated Departmental Cause Code: COMM

<b>CODE</b>	<b>CAUSE</b>	<b>ABBREVIATION</b>
QA	Train schedule error on TSDB WTT schedule	WTT SCHED
QB	Planned engineering work - diversion/SLW not timetabled (outside rules of the route)	DIVRSN/SLW
QD	Bridges/tunnels/buildings (other than bridge strikes)	STRUCTURES
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
QK	Special working for fog and falling snow conditions	FOG/SNOW
QL	Reactionary delay due to earlier "P" coded TSR or possession	PLND LOP
QM	Train schedule error on TSDB STP/VAR service	STP SCHED
QN	Train schedule error on TOPS created schedule, of a serious nature, i.e. incorrect route /conflict with normal WTT service	TOPS SCHED
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

**SECTION R - STATION OPERATING COMPANY CAUSES**

Abbreviated Departmental Cause Code: STN

These codes are for delays due to station activities. Incidents are attributable to the company running the train, and not the operator of the station.

<b>CODE</b>	<b>CAUSE</b>	<b>ABBREVIATION</b>
RB	Passengers joining/alighting	PASSENGERS
RC	Assisting a disabled person joining/alighting, pre-booked	DISAB 1
RD	Attaching/detaching/shunter/watering	ATT/DETACH
RE	Lift/escalator defect/failure	LIFT/ESC
RF	Loading/unloading letter mails/parcels	MAIL/PRCLS
RH	Station evacuated due to fire alarm	FIRE ALARM
RI	Waiting connections - not authorised by TOC Control	UNAUTH CON
RJ	Special Stop Orders - not authorised by TOC Control	UNAUTH SSO
RK	Waiting connections - authorised by TOC Control	AUTH CON
RL	Special Stop Orders - authorised by TOC Control	AUTH SSO
RM	Waiting connections from other transport modes	XTNL CONN
RN	Passengers "forcing" connections between trains outside connectional allowances	PASS CONN
RO	Passengers taken ill on platform	PASS ILL
RP	Passengers dropping items on track (not vandalism)	PASS DROP
RQ	Assisting a disabled person joining/alighting, unbooked	DISAB 2
RR	Loading reserved bicycles presented late	BIKE 1
RS	Loading unreserved bicycles	BIKE 2
RT	Loading excessive luggage	LUGGAGE 1
RU	Locating lost luggage	LUGGAGE 2
RV	Customer Information System failure	PASS INFO
RY	Mishap - Station Operator cause	STN MISHAP
RZ	Other Station Operator causes	STN OTHER

**APPENDIX A13**  
**Delay Causation Codes**

<b>CODE</b>	<b>CAUSE</b>	<b>ABBREVIATION</b>
R1	Incorrect train dispatch by station staff	DISPATCH
R2	Late TRTS given by station staff	LATE TRTS
R3	Station staff unavailable - missing or uncovered	STAFF MSN
R4	Station staff split responsibility - unable to cover all duties	STAFF DUTY
R5	Station staff error - e.g. wrong announcements, misdirection	STAFF ERR
R6	Overtime at stations normally unstaffed.	UNSTAFFED
R7	Station delays due to special events e.g. sports fixtures	SPORTS

**SECTION T - PASSENGER OPERATING COMPANY CAUSES**

Abbreviated Departmental Cause Code: TOC

These codes are to be used for delay caused by on-train activities except for T&RS problems (M-codes).

<b>CODE</b>	<b>CAUSE</b>	<b>ABBREVIATION</b>
TA	Traincrew/loco/stock/unit diagram error (See also TAG Section 4.31.2)	DIAG ERROR
TB	Train cancelled/delayed at Train Operator's request	TOC REQST
TC	Booked Traincrew used for additional/other service	CREW USED
TD	Booked loco/stock/unit used for additional/other service	STOCK USED
TE	Injury to passenger on train	PASS INJRY
TF	Seat reservation problems	SEAT RESVN
TG	Driver	DRIVER
TH	(Senior) Conductor/Train Manager	(SNR) COND
TI	Traincrew rostering problem	ROSTERING
TJ	Tail lamp/headlamp out	TAIL LAMP
TK	Train catering staff (including Contractors)	CATERING
TL	Door open / not properly secured incident	DOOR OPEN
TM	Connection authorised by TOC but outwith connection policy	AUTH CONN
TN	Late presentation from the continent	LATE CHUNL
TO	Delay believed to be due to Operator, but no information available from Operator	TOC UNEX
TP	Special Stop Orders	AUTH SSO
TR	Train Operating Company Directive	TOC DIRECT
TT	Autumn-attribution Neutral Zone delays (See Supplementary Autumn Attribution Guidance)	LF NEUTRAL
TU	Formal Inquiry Incident - possible Operator responsibility	JOINT INQ
TX	Delays incurred on non-Network Rail running lines including London Underground causes (except T&RS)	LUL CAUSES
TY	Mishap-Train Operating Company cause	TOC MISHAP
TZ	Other Passenger Train Operating Company causes	TOC OTHER
T1	Delay at unstaffed station to DOO train	DOO STN
T2	Delay at unstaffed station to non-DOO train	NONDOO STN
T3	Waiting connections from other transport modes	XTNL CONN
T4	Loading Supplies (including catering)	SUPPLIES

**SECTION V - PASSENGER'S CHARTER EXCLUDABLE – TOC RESPONSIBILITY**

Abbreviated Departmental Cause Codes: EXT

These codes cover causes allowable as Passenger's Charter exclusions, but normally attributable to Passenger Train Operators under the Track Access Performance Regime.

<b>CODE</b>	<b>CAUSE</b>	<b>ABBREVIATION</b>
VA	Disorder/drunks/trespass etc	DISORDER
VB	Vandalism/theft	VANDALS
VC	Fatalities/injuries sustained whilst on a platform as the result of being struck by a train or falling from a train	FATALITIES
VD	Passenger taken ill on train	ILL PASS
VE	Ticket irregularities/refusals to pay	TICKET IRR
VF	Fire caused by vandalism	VDL FIRE
VG	Police searching train	POLICE-TRN
VH	Communication cord/emergency train alarm operated	COM CORD
VI	Security alert affecting stations and depots	SEC ALERT
VW	Severe weather affecting passenger Fleet equipment	WEATHER
VZ	Other passenger/external causes the responsibility of TOC	EXT OTHER
V8	Train striking other birds	OTH BIRDS

**SECTION X - PASSENGER'S CHARTER EXCLUDABLE - NETWORK RAIL**

Abbreviated Departmental Cause Codes: EXT

These codes cover causes allowable as Passenger's Charter exclusions, but normally attributable to Network Rail under both the Track Access and Infrastructure Performance Regimes.

<b>CODE</b>	<b>CAUSE</b>	<b>ABBREVIATION</b>
XA	Trespass	TRESPASS
XB	Vandalism / theft	VANDALS
XC	Fatalities/ injuries caused by being hit by train	FATALITIES
XD	Level Crossing Incidents	XING INCDT
XF	Police searching line	POLICE-RLY
XI	Security alert affecting Network Rail Network	SEC ALERT
XK	Electricity Board power failures	ELEC BOARD
XL	Fire external to railway infrastructure	EXTL FIRES
XM	Gas/water mains/overhead power lines	GAS/WATER
XN	Road related - excl bridge strikes/level crossing incident	ROAD INCDT
XP	Bridge Strike	BDG STRIKE
XQ	Swing bridge open for river or canal traffic	BDGE OPEN
XR	Cable vandalism/theft	CABLE CUT
XS	Level Crossing misuse	XNG MISUSE
XT	Severe snow affecting infrastructure the responsibility of Network Rail	SNOW
XV	Fire or evacuation due to fire alarm of Network Rail buildings other than stations due to vandalism	RTK FIRE
XW	Severe weather other than snow affecting infrastructure the responsibility of Network Rail	WEATHER
XX	Miscellaneous items on line (including trees) due to the effects of weather the responsibility of Network Rail	MISC OBS
XZ	Other external causes the responsibility of Network Rail	EXT OTHER
X8	Animals on line	ALL ANIMAL

**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.

<b>CODE</b>	<b>CAUSE</b>	<b>ABBREVIATION</b>
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
YU	Prime cause of most unit swaps	UNIT SWAPS

**SECTION Z - UNEXPLAINED DELAYS / CANCELLATIONS**

Abbreviated Departmental Cause Code: UNEX

<b>CODE</b>	<b>CAUSE</b>	<b>ABBREVIATION</b>
ZW	Unattributed Cancellations	UNATR CAN
ZX	Unexplained late start	UNEX L/S
ZY	Unexplained Station overtime	UNEX O/T
ZZ	Unexplained loss in running	UNEX L/R



## APPENDIX B1 Responsible Manager Codes

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### Introduction

Listed below are the Responsible Manager Codes in use for Delay Attribution at the time of approval. It should be noted that Responsible Manager Codes can be changed at any time by the parent organisation to meet its organisational requirements.

ADB3	FL/NDS NO 3RD PARTY RESP.	DHBA	GNER JOINT RESPONSIBILITY
ADBC	F/LINER HEAVY HAUL COAL	DHCP	ARRIVA TRNS JOINT RESPONSBLTY
ADBF	F/LINER	DHDA	NWT JNT RESP
ADBH	F/LINER HH NON COAL	DHEA	METOC JNT RESP
ADBI	FLINER INFRASTRUCTURE	DHFA	VWC JOINT RESPONSIBILITY
ADBL	F/LINER INF(NLU-YARD)	DHGA	CENTRAL TRAINS LTD
APEC	GB RAILFREIGHT	DHHX	VXC JOINT RESPONSIBILITY
APEG	GB RAILFREIGHT GYPSUM	DHIA	MML JOINT RESPONSIBILITY
APEI	GB RAIL INFRASTRUCTURE	DHJA	FGW/NR AGREED 50/50 SPLIT
APEL	GB RAIL INF (NLU-YARD)	DHJT	FGW/NR TT SITES 50/50 SPLIT
APEM	GB RAILFREIGHT MAIL	DHJX	FGW/NR V CODES 50/50 SPLIT
APES	GB RF STOCK MOVES	DHKR	WESSEX JOINT ATTRIBUTION
APIA	ADVENZA RAILFREIGHT	DHKT	WESSEX/NR TT SITES 50/50 SPLIT
ARTA	HARSCO	DHKX	WESSEX JOINT & EXCLUDABLE
ASD3	SERCO NO 3RD PTY RSPNSIBILITY	DHL5	ARR/NR TT SITES 50/50 SPLIT
ASDA	SERCO RAILTEST	DHL6	ARR/NR LEVEL 3 50/50 SPLIT
ASDL	SERCO / NR FLEET	DHL8	ARR/PUMPS EDITS 50/50 SPLIT
ASDR	SERCO REGULATED MOVES	DHLA	ARR/NR JOINT RESPONSIBILITY
AWA3	EWS NLU LEVEL 2 TAKEBACK	DHLX	ARR/NR EXTERNAL SHARED
AWAC	EWS COAL	DHMA	HEATHROW EXPRESS
AWAE	EW & S (INFRASTRUCTURE)	DHNA	FGW LINK JOINT RESPONSIBILITY
AWAJ	EWS PARCELFORCE	DHNX	FGW LINK/NR TT SITES 50/50
AWAK	EWS PETROLEUM	DHOA	CHILTERN RAILWAYS LTD
AWAM	EWS METALS	DHPA	GENERAL OPS SLINK METRO
AWAP	EWS ROYAL MAIL	DHPB	GENERAL FLEET SLINK COUNTY
AWAQ	EWS CHARTERS	DHPC	GENERAL RETAIL SLINK COUNTY
AWAR	EWS ROSCO	DHPD	GENERAL OPS SLINK METRO
AWAS	EWS CONSTRUCTION	DHPE	GENERAL FLEET SLINK METRO
AWAT	EWS CHANNEL TUNNEL	DHPZ	GENERAL OPS SLINK COUNTY
AWAW	EWS ENTERPRISE	DHQA	WAGN JOINT RESP INC
AWAX	EWS AUTOS	DHQF	WAGN FLEET
AWAZ	EWS ADHOC MOVEMENTS	DHQO	WAGN OPERATIONS
AXHA	DRS	DHQR	WAGN RETAIL
AXHS	DRSRAILHEAD TREATMENT TRAINS	DHRA	GREAT EASTERN JOINT RESP INC
CQRC	CARILLION PROJECTS	DHSA	ANGLIA TOC JOINT RESP INC
DDBI	FREIGHTLINER/NLU JOINT RESP	DHTA	C2C TOC JOINT RESP INC
DEAP	TPE JOINT RESPONSIBILITY	DHTF	C2C FLEET
DEBA	ONE JOINT RESP INC	DHTO	C2C OPERATIONS
DGAZ	EUKL JOINT RESP INCIDENT	DHTR	C2C RETAIL
DHAP	SCR ADHESION 50/50	DHUC	CSE LTD J RESP TN DVR
DHAS	SCOTRAIL JOINT RESP INCIDENT	DHUD	CSE LTD J RESP TN MISC
DHAT	SCR/RT SUB THRESHOLD AGREEMNT	DHUE	CSE LTD J RESP RM DVR

**APPENDIX B2**  
**Responsible Manager Codes**

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DHUF	CSE LTD J RESP RM MISC	DRGY	AMEC RAIL JOINT RESPONSIBILITY
DHUG	CSE LTD J RESP GM DEPOT	DRHY	GRANTRAIL JOINT RESPONSIBILITY
DHUH	CSE LTD J RESP MET S DVR	DRZY	BBRM/NLU JOINT RESPONSIBILITY
DHUI	CSE LTD J RESP MET S MISC	DSDA	SERCO UNREG JNT RESP.
DHUJ	CSE LTD J RESP MET N DVR	DSDL	SERCO UNREG JT RESP (NR)
DHUK	CSE LTD J RESP MET N MISC	DSDR	SERCO REG JNT RESP.
DHUL	CSE LTD J RESP MEDWAY STNS	DWAE	EWS/NR LEVEL 2 JOINT RESP.
DHUM	CSE LTD J RESP MEDWAY TTM	FDB3	FL/NDS NO 3RD PARTY RESP.
DHUN	CSE LTD J RESP HASTINGS STNS	FDBC	F/LINER HEAVY HAUL COAL
DHUO	CSE LTD J RESP HASTINGS TTM	FDBF	FLINER
DHUP	SET RETAIL MANAGER KENT STNS	FDBH	FLINER HH NON COAL
DHUQ	SET RETAIL MANAGER CONDUCTORS	FDBI	FLINER INFRASTRUCTURE
DHUR	CSE LTD J RESP RM DEPOT	FDBL	F/LINER INF(NLU-LATE SPEC)
DHUS	CSE LTD J RESP S/GRN DEPOT	FPEC	GB RAILFREIGHT
DHUV	SET RETAIL MANAGER METRO	FPEG	GB RAILFREIGHT GYPSUM
DHUW	SET RETAIL MANAGER TERMINALS	FPEI	GB RAIL INFRASTRUCTURE
DHUX	CSE LTD J RESP TRAIN PLANNING	FPEL	GB RAIL INF (NLU LATE SPEC)
DHUY	CSE LTD J RESP SDC	FPFM	GB RAILFREIGHT MAIL
DHUZ	CSE LTD J RESP GENERIC	FPES	GB RF STOCK MOVES
DHVZ	GATWICK EXP. JT RESP	FPIA	ADVENZA RAILFREIGHT
DHW9	SC GATWICK-RUGBY J. RESP.	FQGA	EWS SANDITE LNE ZONE
DHWB	SC J RESP BRIGHTON ENG	FQHA	EWS SANDITE- EA ZONE
DHWC	SC J RESP AOM SOUTH DRIVERS	FRTA	HARSCO
DHWD	SC J RESP AOM SOUTH OTHER	FSD3	SERCO NO 3RD PTY RSPNSIBILITY
DHWE	SC J RESP S/W DVR	FSDA	SERCO RAILTEST
DHWF	SC J RESP S/W MISC	FSDL	SERCO / NR FLEET
DHWG	SC J RESP AOM NORTH DRIVERS	FSDR	SERCO REGULATED MOVES
DHWH	SC J RESP AOM NORTH OTHER	FWA3	EWS NLU LEVEL 2 TAKEBACK
DHWI	SC J RESP RET MGR SUSSEX	FWAC	EWS COAL
DHWJ	SC J RESP OTSM SUSSEX	FWAE	EW & S (INFRASTRUCTURE)
DHWK	SC J RESP RET MGR STH LONDON	FWAJ	EWS PARCELFORCE
DHWL	SC J RESP OTSM STH LONDON	FWAK	EWS PETROLEUM
DHWM	SC J RESP S/W STNS	FWAM	EWS METALS
DHWN	SC J RESP S/W TTM	FWAP	EWS ROYAL MAIL
DHWS	SC J RESP SELHURST ENGINEERING	FWAQ	EWS CHARTERS
DHWT	SC J RESP STN ACCESS MGR	FWAR	EWS ROSCO
DHWW	SC J RESP L.T.M.	FWAS	EWS CONSTRUCTION
DHWX	SC J RESP TRAIN PLANNING	FWAT	EWS CHANNEL TUNNEL
DHWY	SC J RESP CONTROL	FWAW	EWS ENTERPRISE
DHWZ	SC J RESP PERFORMANCE	FWAX	EWS AUTOS
DHXZ	THAMESLINK JOINT RESP	FWAZ	EWS ADHOC MOVEMENTS
DHYZ	SWT JOINT RESP	FXHA	DRS
DPEI	GBRF/NLU JOINT RESPONSIBILITY	FXHS	DRS RAILHEAD TREATMENT TRAINS
DPFA	HULL TRAINS JNT RESPONSIBILITY	IQAM	RT60/HPSS POINTS- NRMZ
DPGA	NEXUS (TYNE & WEAR METRO)	IQAN	RT60/HPSS POINTS- RTNW
DRBY	GTRM JOINT REponsibility	IQAW	RT60/HPSS POINTS- WCRM
DRCY	JARVIS JOINT RESPONSIBILITY	IQAX	NR WHITEMORE LDC PROJECT
DRDY	1ST ENGR JOINT RESPONSIBILITY	IQBV	RD SX NON Infrastructure Maintainer
DREY	AMEY RAIL JOINT RESPONSIBILITY		CONTRACTUAL

**APPENDIX B3**  
**Responsible Manager Codes**

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IQC1	INFRASTRUCTURE MGR CLAPHAM	IQH1	AMEC EA CONTRACT SETTLEMENT
IQC2	INFRASTRUCTURE MGR WOKING	IQH2	AMEC COMMERCIAL TAKEBACK
IQC3	INFRASTRUCTURE MGR GUILDFORD	IQH3	BALFOUR BEATTY COMM TAKEBACK
IQC4	INFRASTRUCTURE MGR EASTLEIGH	IQH7	RT EAST ANGLIA CYCLIC TOP (IS)
IQC5	INFRASTRUCTURE MGR SALISBURY	IQHA	INFRASTRUCTURE CONTRACT MGR EA
IQC7	CYCLIC RESTRICTIONS	IQHM	INFRASTRUCTURE COLCHESTER
IQCA	GM KENT NON IMC CONTRACTUAL	IQHN	INFRASTRUCTURE SHENFIELD
IQCT	NON-RT1 BRT FAILURES	IQHO	INFRASTRUCTURE NORWICH
IQCV	GM SX NON IMC CONTRACTUAL	IQHP	INFRASTRUCTURE TOTT HALE
IQCW	GM WX NON IMC CONTRACTUAL	IQHQ	INFRA CAMDEN - NLL
IQD0	NRW SWINDON DEPOT	IQHR	INFRASTRUCTURE ELY
IQD2	NRW GLOUCESTER DEPOT	IQHS	INFRS W/HORNDON - THAMESIDE
IQD3	NRW LLANELLI DEPOT	IQHZ	ANGLIA RENEWALS
IQD6	NRW SHREWSBURY DEPOT	QIL1	SCR S'CLYDE STH SERVICES OWROR
IQDA	NON NRW CONTRACTORS	QIL2	SCR S'CLYDE NTH SERVICES OWROR
IQDB	NRW BRISTOL DEPOT	QIL3	SCR W.A.S. SERVICES OWROR
IQDC	NRW NEWPORT DEPOT	QIL4	SCR EXPRESS SERVICES OWROR
IQDE	NRW EXETER DEPOT	QIL5	SCR EAST COAST SERVICES OWROR
IQDI	NRW PADDINGTON DEPOT	QIL6	SCR NORTH SERVICES OWROR
IQDR	NRW READING DEPOT	QIL7	RT SCOT HAA RESTRICTIONS
IQDT	NRW RACAL-BRT	QILA	SCZ SERCO RAIL PROPERTY (PAL)
IQDX	NRW DIDCOT DEPOT	QILB	SCZ OPS INTERFACE UNIT (SRP)
IQDZ	NRW PLYMOUTH DEPOT	QILC	RTSC ACM CENTRAL
IQG1	CH. TUN. RAIL LINK	QILD	SCZ STRUCTURES CONTRACTS
IQG7	RT LNE CYCLIC TOP (IS)	QILE	RTSC ACM EAST
IQG8	ENGINEERING HAULAGE	QILF	FORTH BRIDGE CONTRACTS
IQGA	PD LEEDS 2000 PROJECT	QILG	THALES HYBRID CABLES SCZ
IQGB	SUNDERLAND DIRECT (PD)	QILJ	RT SCOT CONTRACTS JARVIS
IQGC	COMMERCIAL MAN N.E.ZONE	QILK	SCZ NRN FAILURES (THALES)
IQGE	DARLINGTON DELIVERY UNIT	QILL	RTSC ICM HEADQUARTERS
IQGF	NEWCASTLE DELIVERY UNIT	QILN	RTSC ACM NORTH
IQGG	HOLBECK DELIVERY UNIT	QILS	RTSC ACM SOUTH WEST
IQGH	KNOTTINGLEY DELIVERY UNIT	QILT	TAY BRIDGE CONTRACTS
IQGI	PETERBOROUGH DELIVERY UNIT	QILW	RTSC ACM WEST
IQGJ	T.P.W. DELIVERY UNIT	QILX	WS ATKINS RT27 SCOTLAND
IQGK	LINCOLN DELIVERY UNIT	IQMA	RD KENT NON IMC CONTRACTUAL
IQGL	MARSHGATE DELIVERY UNIT	IQPF	NW PD
IQGM	PD TPWS	IQPH	RAILTRACK PD - EAST ANGLIA
IQGN	X COUNTRY ROUTE MOD WORKS ER	IQPL	RT SCOT PROJECT DELIVERY
IQGP	G.C.C. LATE POSSESSIONS	IQPW	PD EA ZONE-W.A.R.M
IQGR	THALES HYBRD CABLE LNE ZONE	IQPX	EA ZONE C.T.R.L DELAYS
IQGS	OUTSIDE PARTIES SCHEMES LNEZ	IQQB	CTRL RAIL INFRASTRUCTURE MGR
IQGT	JARVIS/FASTLNE S&C RT16 INV EZ	IQQC	CTRL ELEC & PLANT ENGINEER
IQGU	HITCHIN DELIVERY UNIT	IQQD	CTRL SIGNAL CONTROL SYS ENGR
IQGV	DARLINGTON CNE DELIVERY UNIT	IQQE	CTRL TRACK & CIVIL ENGINEER
IQGW	DERBY DELIVERY UNIT	IQQF	CTRL CONTRACTS MANAGER
IQGX	LEICESTER DELIVERY UNIT	IQQG	CTRL STRATEGIC PLANNING MGR
IQGY	WEST HAMPSTEAD DELIVERY UNIT	IQQH	CTRL STRUCTURES ENGINEER
IQH0	AMEC COMMERCIAL TAKEBACK	QIR0	WCRM TAKEBACK

**APPENDIX B4**  
**Responsible Manager Codes**

IQR1	WCRM PRE-PLANNED TSRS	IRCE	PD TSR TAKE BACK (F/LINE) LNE
IQR2	WCRM ROUTE 7 ALLIANCE	IRCG	JARVIS CHR
IQR3	WCRM POSSN DELIVERY NORTH	IRCN	JVS CENT NTH.EAST *DO NOT USE*
IQR4	WCRM LNW ROUTE DELIVERY	IRCS	JVS CENT STH.EAST *DO NOT USE*
IQR5	WCRM POSSN DELIVERY SOUTH	IRCW	JVS CENT STH.WEST *DO NOT USE*
IQR6	WCRM BLOCKADE MANAGEMENT	IRCZ	JARVIS T/REN
IQR7	WCRM MISCELLANEOUS	IRD1	FE SCR STR'CLYDE STH SERVICES
IQR8	XC ROUTE MODERNISATION	IRD2	FE SCR STR'CLYDE NTH SERVICES
IQRA	WEST COAST CENTRAL DEPOT	IRD3	FE SCR W.A.S. SERVICES
IQRB	LNW SALTLEY DEPOT	IRD4	FE SCR EXPRESS SERVICES
IQRC	LNW BANBURY DEPOT	IRD5	FE SCR EAST COAST SERVICES
IQRE	LNW WEST COAST SOUTH DEPOT	IRD6	FE SCR NORTH SERVICES
IQRH	LNW LIVERPOOL CENTRAL DEPOT	IRDA	FENG MCR
IQRJ	LNW CHESTER DEPOT	IRDB	FENG MANCHESTER WEST
IQRK	LNW CREWE DEPOT	IRDC	FENG SCOTLAND CENTRAL IMC2
IQRL	LNW EDGE HILL DEPOT	IRDD	FIRST ENG PROJECT SERVICES
IQRM	LNW MANCHESTER WEST DEPOT	IRDE	FENG SCOTLAND EAST IMC2
IQRN	LNW NON - IMC2000	IRDF	FIRST ENG CONSULTANCY
IQRO	LNW PRESTON NORTH DEPOT	IRDN	FENG SCOTLAND NORTH IMC2
IQRP	LNW PRESTON SOUTH DEPOT	IRDS	FENG SCOTLAND SOUTH WEST IMC2
IQRR	LNW HYBRID CABLES	IRDW	FENG SCOTLAND WEST IMC2
IQRS	LNW MANCHESTER EAST DEPOT	IRDX	FIRST ENG WCRM SCOTLAND
IQRT	WEST COAST NORTH DEPOT	IRDY	FE TRD SCOTLAND ZONE
IQRU	LNW PICOPS	IRDZ	FENG T/REN
IQRV	LNW T2 PATROLLING	IRE6	AMEY SECO RENEWALS PLAIN LINE
IQRW	LNW WOLVERHAMPTON DEPOT	IREO	AMEY RAIL OTHER CONTRACTS
IQRX	LNW T1 PROJECT RIMINI	IRF1	NO LONGER IN USE
IQRY	LNW BALLAST TRAINS/YP	IRF2	BBRM COLCH - DO NOT USE
IRAA	WCRM WATFORD/BLETCHLEY ALLIANC	IRF3	BBRM SHEN - DO NOT USE
IRAB	WCRM RUGBY ALLIANCE	IRF4	BBRM NORWICH - DO NOT USE
IRAC	BALFOUR BEATTY CMG PWAY WORKS	IRF5	NO LONGER IN USE
IRAG	BBRML ECML STH STRIKE ACTION	IRF6	BBRM RENEWELS EA
IRAH	BBRML ECML NTH STRIKE ACTION	IRFA	RAIL RENEWALS - GE
IRAN	WCRM NORTON BRIDGE ALLIANCE	IRFL	BBRM KENT RT1A EXTENDED
IRAV	WCRM TV ALLIANCE	IRFN	NTH/STH/EAST/CEN RT27 JARVIS
IRAW	WCRM ELECTRIFICATION	IRFW	BALFOUR BEATTY WESSEX
IRAX	B/BEATTY NW RENEWALS ALL	IRG1	AMEC WA RIM - DO NOT USE
IRB6	CARILLION NUNEATON ALLIANCE	IRG2	AMEC NLL - DO NOT USE
IRBA	STRCO. SOUTHERN (EAST)	IRG3	AMEC WA OUTER - DO NOT USE
IRBC	NETWORK RAIL MTCE SUSSEX	IRG4	AMEC C2C - DO NOT USE
IRBD	GTRM IMC NWZ CREWE(DO NOT USE)	IRGC	AMEC RAIL LTD. SUSSEX
IRBR	CARILLION S.& C. NR WESTERN	IRHA	GRANTRAIL EA ZONE
IRC1	JVS AME KX *DO NOT USE*	IRHE	GRANTRAIL EAST MIDLANDS
IRC2	JVS AME PBOROUGH *DO NOT USE*	IRHL	GRANTRAIL LNE ZONE
IRC3	JVS AME DONCASTER *DO NOT USE*	IRHM	GRANTRAIL WEST MIDLANDS
IRC4	JVS AME DRLINGTN *DO NOT USE*	IRHW	GRANT RAIL WEST COAST
IRC5	JVS AME NEWCASTLE *DO NOT USE*	IRJA	JVIS/FLINE P/L RT16 G321 LNE
IRCB	JARVIS LPL	IRJB	HIGH OUTPUT BALLAST CLEANER
IRCC	JARVIS CENTRAL NTH.WEST	IRJD	JVIS/FLINE P/L RT16 G317 LNE

**APPENDIX B5**  
**Responsible Manager Codes**

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IRJE	JARVIS/FASTLINE S&C RT16 LNEZ	IRS1	SERCO RAIL MTCE - EAST ANGLIA
IRJF	JVIS/FLINE P/L RT16 G617 LNE	IRS3	NETWORK RAIL MTCE - BEDFORD
IRJG	JVIS/FLINE P/L RT16 G054 LNE	IRS4	NETWORK RAIL MTCE - LEICESTER
IRJH	JVIS/FLINE CONVENTIONAL TRACK	IRS5	NETWORK RAIL MTCE - NOTTINGHAM
IRJI	JVIS/FLINE TRCK RELAYING TRN	IRS6	NETWORK RAIL MTCE - DERBY
IRJJ	JARVIS RTMZ RT24 FOR PD	IRS7	NETWORK RAIL MTCE - ROBIN HOOD
IRJW	JARVIS RAIL RTMZ WC ALLIANCE	IVFG	OWEN WILLIAMS SEC LNER
IRJX	JARVIS - ROUTE BLOCKADES	IVFH	OWEN WILLIAMS SEC EAR
IRKA	CENTRAC TRU - EAST ANGLIA	MDB3	FL/NDS NO 3RD PARTY RESP.
IRKB	CENTRACK NW BRI	MDBC	F/LINER HEAVY HAUL COAL
IRKE	S&C WEST COAST ALLIANCE	MDBF	FLINER
IRKJ	CENTRAC RTMZ RT24 FOR PD	MDBH	FLINER HH NON COAL
IRKM	CENTRACK TRU RTMZ MKT TESTING	MDBI	FLINER INFRASTRUCTURE
IRKN	CENTRACK NW P&C	MDBL	FREIGHTLINER (NLU FLEET)
IRKR	CENTRACK S&C CONTRACT	MEA1	T.P.E. OTHER UNITS
IRLB	JARVIS/FASTLINE NW BRI	MEA5	T.P.E. 158 UNITS
IRLC	JARVIS/FASTLINE RT1B 14B NORTH	MEA7	T.P.E. 175 UNITS
IRLP	JAR/FAST (DO NOT USE)	MEA8	T.P.E. 185 UNITS (NEW TRAINS)
IRM1	JARVIS SCOTLAND NORTH 2005	MEA9	T.P.E. OPS CONTROLLER
IRM2	JARVIS SCOTLAND SWEST 2005	MEAT	T.P.E. UNPLANNED STOCK CHG
IRM3	JARVIS SCOTLAND WEST 2005	MEAZ	T.P.E. DEFAULT FLEET
IRM4	JARVIS SCOTLAND EAST 2005	MEBA	ONE FLEET GENERAL
IRM5	JARVIS SCOTLAND CENT 2005	MEBB	ONE CLASS 90 LOCO
IRMX	JARVIS WCRM SCOTLAND	MEBC	ONE MK3 LHCS
IRN2	JARVIS RAIL - CHILTERN C2	MEBD	ONE DVT
IRNM	TRC W. S. ZONE MKT. TESTING	MEBE	ONE CLASS 150
IRNS	JARVIS RAIL S&C RENEWALS RTMZ	MEBF	ONE CLASS 153
IRPA	SOUTHERN TRU (EAST ANGLIA )	MEBG	ONE CLASS 170 2 CAR
IRPE	STRCO. SOUTHERN (EAST)	MEBH	ONE CLASS 170 3 CAR
IRPZ	SOUTH WESTERN TRU	MEBI	ONE CLASS 315 (GE)
IRQA	CARILLION CTRL DEFAULT	MEBJ	ONE CLASS 315 (WA)
IRQB	CARILLION CTRL SIGNALS	MEBK	ONE CLASS 317/6
IRQC	CARILLION CTRL MARKERS	MEBL	ONE CLASS 317/7
IRQD	CARILLION CTRL AUX SIGNALS	MEBM	ONE CLASS 321
IRQE	CARILLION CTRL POINT ENDS	MEBN	ONE CLASS 322
IRQF	CARILLION CTRL SWING NOSES	MEBO	ONE CLASS 360
IRQG	CARILLION CTRL OLE DEFECTS	MEBP	ONE CLASS 317/3
IRQH	CARILLION CTRL TRACK DEFECTS	MEBS	ONE CLASS 312
IRQI	CARILLION CTRL STRUCTURES	MEBT	ONE CLASS 86 LOCO
IRQJ	CARILLION CTRL GSM-R	MEBU	ONE MK2 LHCS
IRQK	CARILLION CTRL TC RELEASE	MEBV	ONE DBSO'S
IRQL	CARILLION CTRL PT RELEASE	MEBW	CROWN POINT DEPOT (BOMBARDIER)
IRQM	CARILLION CTRL SIG ENGR	MEBX	CROWN POINT DEPOT
IRQN	CARILLION CTRL TELECOMS ENGR	MEBY	HORNSEY DEPOT
IRQO	CARILLION CTRL OLE ENGR	MEBZ	ILFORD DEPOT
IRQP	CARILLION CTRL P-WAY ENGR	MGAZ	EUROSTAR (UK) LTD. FLEET
IRQQ	CARILLION CTRL TVM DEFECTS	MHA1	SCOTRAIL HQ FLEET
IRQR	CARILLION CTRL CRIT RAIL TEMP	MHAC	FLEET ENGINEER CORKERHILL
IRQS	CARILLION CTRL TC FAILURES	MHAH	FLEET ENGINEER HAYMARKET

**APPENDIX B6**  
**Responsible Manager Codes**

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MHAI	FLEET ENGINEER INVERNESS	MHGD	CEN CLASS 153 FLEET (TYSELEY)
MHAN	NBW FLEET	MHGE	CEN CLASS 156 FLEET (TYSELEY)
MHAO	SCR SLEEPER LOCOS	MHGF	CEN CLASS 158 FLEET (TYSELEY)
MHAS	FLEET ENGINEER SHIELDS	MHGG	CEN CLASS 170 FLEET (TYSELEY)
MHAZ	FLEET ON HIRE TO SCOTRAIL	MHGH	CEN CLASS 322 FLEET(BLETCHLEY)
MHBA	GNER CLASS 91 LOCO (1C225)	MHGI	CEN CLASS 350 FLEET(BLETCHLEY)
MHBB	GNER MK 4 COACH (IC225)	MHGP	CEN PERF SECTION USE ONLY
MHBC	GNER MK 4 DVT (IC225)	MHGS	CEN CLASS 323 FLEET (SOHO)
MHBD	GNER CLASS 43 LOCO (HST PWRCR)	MHGU	CEN PERF SECTION USE ONLY 2
MHBE	GNER MK 3 COACH (HST)	MHGX	ON LEASE TO CENTRAL TRAINS
MHBF	GNER HIRED IN TRCTN (CLS47&90)	MHGZ	CEN EX C4 AND C6 MODS
MHBG	GNER CLASS 373	MHH6	VXC CLASS 220 NON TILT
MHBH	FLEET-10	MHH7	VXC CLASS 221 TILT
MHBI	FLEET-11	MHH9	VXC NON 220/221
MHBJ	BOUNDS GREEN DEPOT	MHHX	VXC FLEET DEFAULT
MHBK	CRAIGENTINNY DEPOT	MHHZ	VXC DEPOT MISMANAGEMENT
MHBL	ABERDEEN(CLAYHILLS)DEPOT	MHI4	MML FLEET - MERIDIAN
MHBM	NEVILLE HILL DEPOT	MHI5	MML FLEET - HST
MHBN	HEATON DEPOT	MHI6	MML FLEET - 170
MHBO	POLMADIE DEPOY	MHI8	MML FLEET - RIO
MHBP	WORKS	MHIA	MML FLEET GENERAL
MHBZ	GNER DEFAULT FLEET	MHJA	FGW GROUP DEPOT MNGR(NON T+RS)
MHCH	NE TOU DEPOT ENGINEER HEATON	MHJB	FGW ATP (HST & 180)
MHCN	NE TOU DEPOT ENGINEER N HILL	MHJC	FGW CLASS 180 DELAYS
MHDA	NWT (DEF)	MHJD	FGW CLASS 47/57 DELAYS
MHDB	NWT (NH)	MHJL	FGW LOCO HAULED DELAYS
MHDC	NWT NWT (LOCO/STOCK)	MHJP	FGW HST POWER CAR DELAYS
MHDD	NWT (LO)	MHJR	FGW HST TRAILER CAR DELAYS
MHDE	NWT TPE (FLEET REACTION)	MHJT	HIRED IN TURBO DELAYS
MHDF	NWT (CHESTER)	MHJX	FGW FLEET NO FAULT FOUND
MHDP	NWT (ADHESION)	MHJZ	HIRED IN FLEET TRACTION & STOK
MHEA	METOC NTH	MHK1	WESSEX TRAINS FLEET CLASS 158
MHEB	METOC WIRRAL	MHK2	WESSEX TRAINS FLEET CLASS 150
MHEC	METOC NTH SHUNT	MHK3	WESSEX TRAINS FLEET CLASS 153
MHED	METOC WIRRAL SHUNT	MHK4	WESSEX TRAINS FLEET CLASS 143
MHEN	METOC (DO NOT USE)	MHKA	WESSEX TRAINS FLEET UNKNOWN
MHEW	METOC (DO NOT USE)	MHKC	WESSEX TRAINS FLEET CANTON OPS
MHF0	VWC DIESELS	MHKE	WESSEX TRAINS FLEET EXETER OPS
MHF1	VWC POLMADIE FLEET VW01-22	MHKH	WESSEX TRAINS HIRED IN FLEET
MHF2	VWC LONGSIGHT FLEET VW25-39	MHKO	ADHOC HIRED FLEET (ON THE DAY)
MHF3	VWC OXLEY FLEET VW51-75	MHL1	ARRIVA 158 FLEET CANTON
MHF4	VWC ELECTRIC LOCOS	MHL2	ARRIVA 150 FLEET CANTON
MHF5	VWC HST FLEET	MHL3	ARRIVA 153 FLEET CANTON
MHF7	VWC CLASS 220/221 ON HIRE	MHL4	ARRIVA 14X FLEET CANTON
MHF8	VWC CLASS 390 PENDOLINO	MHL5	ARRIVA VALLEY LINES LOCO HAUL
MHFA	VWC FLEET DEFAULT	MHL6	ARRIVA TRAINS HIRED FLEET
MHFZ	VWC DEPOT MISMANAGEMENT	MHLA	ARRIVA CONTROL TO DEFINE
MHGA	CENTRAL TRAINS LTD	MHLB	ARRIVA LOCO HAULED FNW
MHGC	CEN CLASS 150 FLEET (TYSELEY)	MHLG	ARRIVA 175 FLEET CHESTER

**APPENDIX B7**  
**Responsible Manager Codes**

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MHLJ	ARRIVA CAMBRIAN 158 FLEET	MHUR	CSE ENGINEERING RAMSGATE
MHLT	ARRIVA CANTON DEPOT	MHUS	CSE ENGINEERING SLADE GREEN
MHLV	ARRIVA VALLEY CTL TO DEFINE	MHUT	CSE TG DVRS (ADHESION)
MHMA	HEATHROW EXPRESS	MHUV	CSE VE DVRS (ADHESION)
MHNA	FGW LINK FLEET (ON TRACK)	MHUX	CSE ENGINEERING HQ
MHNB	FGW LINK FLEET (DEPOT)	MHUZ	CSE ENGINEERING GENERIC
MHOA	CHILTERN RAILWAY COMPANY	MHVZ	G.EX FLEET MANAGER
MHOE	EVERGREEN TRANSFER DELAYS	MHW9	SC GATWICK-RUGBY FLEET
MHP1	150 FLEET SLINK	MHWB	SC ENGINEERING BRIGHTON
MHP2	321 FLEET SLINK	MHWC	SC BI DVRS (ADHESION)
MHP3	313 FLEET SLINK	MHWE	SC EB DVRS (ADHESION)
MHP5	508 FLEET SLINK	MHWF	SC BA DVRS (ADHESION)
MHPA	GENERAL SLINK METRO	MHWH	SC HM DVRS (ADHESION)
MHPS	TMD NORTHAMPTON SLINK	MHWI	SC EP DVRS (ADHESION)
MHPT	TMD BLETCHLEY SLINK	MHWL	SC LB DVRS (ADHESION)
MHPV	TMD WATFORD SLINK	MHWM	SC CA DVRS (ADHESION)
MHPZ	SILVERLINK GENERAL CODE	MHWN	SC NW DVRS (ADHESION)
MHQA	WEST ANGLIA GREAT NORTHERN TOC	MHWR	SC RH DVRS (ADHESION)
MHQB	WAGN CLASS 313 UNIT	MHWS	SC ENGINEERING SELHURST
MHQC	WAGN CLASS 315 UNIT	MHWT	SC TB DVRS (ADHESION)
MHQD	WAGN CLASS 317/3 UNIT	MHWU	SC SU DVRS (ADHESION)
MHQE	WAGN CLASS 317/6 UNIT	MHWV	SC VC DVRS (ADHESION)
MHQF	WAGN CLASS 322 UNIT	MHWX	SC ENGINEERING HQ
MHQG	WAGN CLASS 365 UNIT	MHWZ	SC ENGINEERING GENERIC
MHQH	STANSTED CLASS 317/7 UNIT	MHXH	T/LINK FLEET MGR 319
MHQJ	WAGN FLEET DEPOT	MHXJ	T/LINK FLEET MGR LEASED 319
MHRA	GREAT EASTERN FLEET	MHXK	T/LINK FLEET MGR LEASED 317
MHSA	ANGLIA TOC FLEET	MHXT	TPWS ON-TRAIN ISSUES
MHSB	ANGLIA FLEET CLASS 153'S	MHXZ	T/LINK FLEET GENERIC
MHSC	ANGLIA FLEET CLASS 150'S	MHY4	CLASS 411 (DM FRATTON)
MHSD	ANG CLASS 170' 3 CAR UNITS	MHY5	CLASS 458 WIM. PARK
MHSE	FLEET. ANGLIA DEPOT	MHY6	PORTERBROOK STOCK MOVES
MHSF	ANG CLASS 170 2 CAR UNITS	MHY7	SWT - DEPOT MANAGER BSK
MHSG	ANGLIA BOMBARDIER NCP DEPOT	MHY8	SWT - DEPOT MANAGER FARNHAM
MHSZ	FLEET OTHER ADHESION	MHY9	SWT - CONTROL
MHTA	C2C FLEET MNGR (SLAM DOOR)	MHYA	SOUTH WEST TOU
MHTB	C2C FLEET MNGR 357 FLEET	MHYB	DEPOT MGR. BOURNEMOUTH
MHTC	C2C FLEET MNGR 317 FLEET	MHYC	DEPOT MGR. CLAPHAM YARD
MHUA	CSE AF DVRS (ADHESION)	MHYD	DEPOT MGR. FRATTON
MHUC	CSE CX DVRS (ADHESIONS)	MHYE	SWT CLASS 170 UNITS
MHUD	CSE DO DVRS (ADHESION)	MHYF	DEPOT MGR. WIMBLEDON PARK
MHUF	CSE FV DVRS (ADHESION)	MHYG	DEPOT MGR. SALISBURY
MHUG	CSE ENGINEERING GILLINGHAM	MHYI	NORTHAM DM
MHUH	CSE HH DVRS (ADHESION)	MHYJ	442 - (DM BOURNEMOUTH)
MHUI	CSE GI DVRS (ADHESION)	MHYK	73109 - (DM BOURNEMOUTH)
MHUM	CSE RM DVRS (ADHESION)	MHYL	421/4 - (DM FRATTON)
MHUN	CSE SG DVRS (ADHESION)	MHYM	421/5 - (DM FRATTON)
MHUO	CSE OP DVRS (ADHESION)	MHYP	423/1 - (DM WIM. PARK)
MHUQ	CSE GV DVRS (ADHESION)	MHYQ	455 - (DM WIM. PARK)

**APPENDIX B8**  
**Responsible Manager Codes**

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MHYR	CLASS 421/8	MWA3	EWS NLU LEVEL 2 TAKEBACK
MHYS	DEPOT MGR STAWBERRY HILL	MWAC	EWS COAL
MHYT	450 - (NORTHAM DEP)	MWAE	EW & S (INFRASTRUCTURE)
MHYU	159 - (DM SALISBURY)	MWAJ	EWS PARCELFORCE
MHYW	FITTERS WATERLOO	MWAK	EWS PETROLEUM
MHYX	444 - (NORTHAM DEP)	MWAM	EWS METALS
MHYZ	DEPOT WORKS (NOT SWT)	MWAP	EWS ROYAL MAIL
MPAA	W/COAST RLY CO	MWAQ	EWS CHARTER
MPEC	GB RAILFREIGHT	MWAR	EWS ROSCO
MPEG	GB RAILFREIGHT GYPSUM	MWAS	EWS CONSTRUCTION
MPEI	GB RAIL INFRASTRUCTURE	MWAT	EWS CHANNEL TUNNEL
MPEL	GB RAILFREIGHT (NLU FLEET)	MWAW	EWS ENTERPRISE
MPEM	GB RAILFREIGHT MAIL	MWAX	EWS AUTOS
MPES	GB RF STOCK MOVES	MWAZ	EWS ADHOC MOVEMENTS
MPFA	HULL TRAINS FLEET	MXBA	LUL DISTRICT LINE
MPFB	HULL TRAINS OTHER & LEAFFALL	MXCA	LUL BAKERLOO OVER DC LINES
MPGA	NEXUS (TYNE & WEAR METRO)	MXEA	LUL DISTRICT
MPIA	ADVENZA RAILFREIGHT	MXHA	DRS
MPJA	MERLIN RAIL	MXHS	DRS RAILHEAD TREATMENT TRAINS
MQGA	EWS SANDITE LNE ZONE	OHOA	CHILTERN M40 TRAINS ON LUL MET
MQHA	EWS SANDITE- EA ZONE	OQAI	HQ ENG INN. & EXAM
MRB3	GTRM NO 3RD PARTY RESP.	OQAX	SPECIAL TRAIN - OTHER DELAYS
MRBD	GTRM IMC NWZ CREWE AREA	OQB1	PSU RD SUSSEX
MRBY	GTRM (YELLOW PLANT)	OQB7	TEST
MRCY	JARVIS IMC (YELLOW PLANT)	OQBB	SM WEST SUSSEX
MRD3	FIRST ENG NO 3RD PARTY RESP	OQBC	RD SUSSEX CONTROL
MRDY	FIRST ENG (YELLOW PLANT)	OQBP	SM SOUTH DOWNS
MRE3	AMEY NO 3RD PARTY RESP	OQBQ	SM EAST SUSSEX
MRE6	AMEY RAILWAYS LTD - MMLSERCO	OQBR	SM NORTH DOWNS
MREY	AMEY (YELLOW PLANT)	OQBT	SM THREE BRIDGES
MRG3	AMEC YP - NO 3RD PARTY RESP.	OQBU	SM VICTORIA (CENT)
MRGS	AMEC RAILHEAD TREATMENT TRAIN	OQBV	GM SUSSEX
MRGY	AMEC (YELLOW PLANT)	OQBY	SM VICTORIA (EAST)
MRH3	GRANTRAIL NO 3RD PARTY RESP.	OQC1	PSU SOUTHERN REGION
MRHY	GRANTRAIL YELLOW PLANT	OQCB	SM WEST SUSSEX
MRJ3	JARVIS NO 3RD PARTY RESP	OQCC	OPERATIONS CONTROL WESSEX
MRJS	JARVIS RAILHEAD TREATMENT TRN	OQCD	SIG MANAGER NORTH KENT
MRJY	JARVIS TRC (YELLOW PLANT)	OQCE	SIG MANAGER EASTLEIGH
MRKA	CENTRACK TRU - EAST ANGLIA	OQCF	SIG MANAGER FELTHAM
MRLP	FASTLINE (DO NOT USE)	OQCG	SIG MANAGER WOKING
MRTA	HARSCO	OQCH	SIG MANAGER WEST KENT
MRZ3	BALF B NO 3RD PARTY RESP	OQCI	SIG MANAGER ASHFORD
MRZS	BALF B RAIL TREATMENT TRAIN	OQCK	SIG MANAGER EAST KENT
MRZY	BALFOUR BEATY RAIL PLANT	OQCL	SIG MANAGER LONDON BRIDGE
MSD3	SERCO NO 3RD PTY RSPNSIBILITY	OQCM	SIG MANAGER WATERLOO 'A'
MSDA	SERCO RAILTEST	OQCO	CTRL PROJECT WORKING
MSDC	SERCO VEHICLE TEST CAPPED	OQCP	SM SOUTH DOWNS
MSDL	SERCO (NLU FLEET)	OQCQ	SM EAST SUSSEX
MSDR	SERCO REGULATED MOVES	OQCR	SM NORTH DOWNS



**APPENDIX B9**  
**Responsible Manager Codes**

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OQCS	SIG MANAGER SALISBURY	OQGI	PETERBOROUGH DELIVERY UNIT
OQCT	SM THREE BRIDGES	OQGJ	T.P.W DELIVERY UNIT
OQCU	SM VICTORIA (CENT)	OQGK	LINCOLN DELIVERY UNIT
OQCV	GM SUSSEX	OQGL	MARSHGATE DELIVERY UNIT
OQCW	RD WESSEX	OQGU	HITCHIN DELIVERY UNIT
OQCX	SIG MANAGER BOURNEMOUTH	OQGV	DARLINGTON CNE DELIVERY UNIT
OQCY	SM VICTORIA (EAST)	OQGW	DERBY DELIVERY UNIT
OQD0	NR SWINDON DEPOT	OQGX	LEICESTER DELIVERY UNIT
OQD1	NRW LEVEL 1 ATTRIBUTION	OQGY	WEST HAMPSTEAD DELIVERY UNIT
OQD2	NR GLOUCESTER DEPOT	OQH1	CTRL PROJECT WORKING
OQD3	NR LLANELLI DEPOT	OQHB	OPS PLANNING MGR EAZ
OQD4	SIG MGR SLOUGH/GREENFORD	OQHM	COLCHESTER DEPOT
OQD5	SIG MGR OXFORD/B&H CROSSINGS	OQHN	SHENFIELD DEPOT
OQD6	NR SHREWSBURY DEPOT	OQHO	NORWICH DEPOT
OQD7	SIG MGR SLOUGH IECC	OQHP	TOTTENHAM HALE DEPOT
OQD8	SIG MGR READING	OQHQ	CAMDEN (NLL)
OQD9	SIG MGR SWINDON IECC	OQHR	ELY DEPOT
OQDB	NR BRISTOL DEPOT	OQHS	WEST HORNDON DEPOT (THAMESIDE)
OQDC	NR NEWPORT DEPOT	OQL1	SCR STRATHCLYDE SOUTH SERVICES
OQDD	SIG MGR EXETER	OQL2	SCR STRATHCLYDE NORTH SERVICES
OQDE	NR EXETER DEPOT	OQL3	SCR W.A.S. SERVICES
OQDF	SIG MGR PENZANCE	OQL4	SCR EXPRESS SERVICES
OQDG	SIG MGR GLOUCESTER	OQL5	SCR EAST COAST SERVICES
OQDH	SIG MGR HEREFORD	OQL6	SCR NORTH SERVICES
OQDI	NR PADDINGTON DEPOT	OQLA	RTSC ATTRIBUTION STAFF
OQDJ	SIG MGR BRISTOL	OQLB	SCZ SANDITE & MPV DELAYS
OQDK	NRW GCC EROS IMPOSED (JO)	OQLC	RT SCOT APM CENTRAL
OQDL	SIG MGR COTSWOLDS	OQLE	RT SCOT APM & SM EAST
OQDM	SIG MGR SHREWS (SOUTH BOXES)	OQLF	SCZ NON-CCF TO INCIDENTS
OQDN	SIG MGR NEWPORT	OQLG	RT SCOT SM CENTRAL
OQDO	SIG MGR MACHYNLLETH	OQLJ	RTSC DQM TAKEBACK
OQDP	SIG MGR PORT TALBOT	OQLL	RT SCOT HQ
OQDQ	SIG MGR PLYMOUTH	OQLN	RT SCOT APM NORTH
OQDR	NR READING DEPOT	OQLP	RT SCOT SM AYR
OQDS	SIG MGR SWINDON/WESTBURY	OQLS	RT SCOT APM SOUTH
OQDT	SIG MGR CARDIFF	OQLW	RT SCOT APM WEST
OQDU	SIG MGR SHREWS (NORTH BOXES)	OQLX	WS ATKINS RT27 CONTRACT
OQDV	SIG MGR CARDIFF VALLEYS	OQM1	POWER SUPPLY UPGRADE (KENT)
OQDW	SIG MGR WORCESTER	OQMA	RD KENT
OQDX	NR DIDCOT DEPOT	OQMC	OPERATIONS CONTROL KENT
OQDY	SIG MGR CARMARTHEN	OQMD	SM NORTH KENT COAST
OQDZ	NR PLYMOUTH DEPOT	OQMH	SM HASTINGS LINES
OQF5	SM G BDGE	OQMI	SM ASHFORD IECC
OQG0	SANDITE TRAIN OPS	OQMJ	SM ASHFORD IECC (NORTH KENT)
OQG3	GENERATED NETWORK	OQMK	SM EAST KENT COAST
OQGE	DARLINGTON DELIVERY UNIT	OQML	SM LONDON BRIDGE (EASTERN)
OQGF	NEWCASTLE DELIVERY UNIT	OQMM	SM MEDWAY VALLEY LINES
OQGG	HOLBECK DELIVERY UNIT	OQMN	SM LONDON BRIDGE (CENTRAL)
OQGH	KNOTTINGLY DELIVERY UNIT	OQMV	SM CANTERBURY WEST LINE

**APPENDIX B10**  
**Responsible Manager Codes**

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OQMW	SM CHATHAM MAINLINE	OQRS	LLJ SIGNALLING MANAGER
OQP1	RTGW PD _CIVILS	OQRT	CITY LINES SIGNALLING MANAGER
OQP2	RTGW PD_TRACK	OQRU	GM WEST COAST - DC LINES (LNW)
OQP3	RTGW PD_EECS	OQRV	COVENTRY SIGNALLING MANAGER
OQP4	RTGW PD_SRP	OQRW	WOLVERHAMPTON S/MANAGER
OQP5	PDGW PLATFORM 4 WORKS SWINDON	OQRX	CREWE NORTH S/MANAGER
OQPC	RAILTRACK MPD SOUTHERN ZONE	OQRY	LNW CONTROL
OQPD	NRW OTHER ROUTE PROJECTS	OQRZ	LNW DQM USE
OQPE	NETWORK RAIL PD LNW	OXCA	LUL BAKERLOO OVER DC LINES
OQPF	NW PD	PAD2	GENERATED NETWORK
OQPH	RAILTRACK PD EAST ANGLIA ZONE	PHAS	SCOTRAIL SCH 8 EXCLUDED
OQPL	RT SCOT P.D.	PHCA	ARRIVA TRAINS NORTHERN PM CODE
OQPO	RT PD MIDLANDS OUTSIDE PARTIES	PHFA	VWC EXCLUSIONS
OQPS	RT SCOT RAJ SINHA CONTRACTS	PHGA	CENTRAL EXCLUSIONS
OQQA	CTRL PRODUCTION MGR SECTION 1	PHHX	VXC EXCLUSIONS
OQQB	CTRL AFC SIGNALLERS	PHIA	MML EXCLUSIONS
OQQC	CTRL DUTY OPS MANAGER	PHKA	WESSEX PLANNED EXCLUSION
OQQD	CTRL DUTY ENGINEERING MGR	PHLA	W&B TRAINS PLANNED EXCLUSION
OQQE	CTRL AFC ATTRIBUTION STAFF	PHNA	THAMES AGREED EXCLUSION
OQQF	CTRL DATA QUALITY TAKEBACK	PHOA	CHILTERN EXCLUSIONS
OQQG	CTRL EMERGENCY EXERCISES	PHPA	SILVERLINK EXCLUSIONS
OQQH	CTRL CONTROL INSTRUCTION	PHQA	W.A.G.N. PM CODE
OQQI	CTRL EMMIS CONTROLLER	PHUZ	CONNEX SE EXCLUDABLE
OQQJ	CTRL HIGH WIND RESTRICTION	PHVZ	GAT. EXP. EXCLUDABLE
OQQK	CTRL TRUST FAILURE	PHWZ	SC EXCLUDABLE
OQR0	CREWE SOUTH SIGNALLING MANAGER	PHXZ	THAMESLINK EXCLUDABLE
OQR1	MANCHESTER PICCADILLY S/MAN	PHYA	SWT EXCLUDABLE
OQR2	STOCKPORT SIGNALLING MANAGER	PQAN	RT60/HPSS POINTS- RTNW
OQR3	MANCHESTER NORTH AREA S/MANS	PQBC	SUSSEX ROUTE PLANNED DELAY
OQR4	MANCHESTER SOUTH AREA S/MANS	PQBT	SUSSEX TRUST BERTH ERRORS
OQR5	STAFFORD/STOKE AREA S/MANS	PQCC	RT SOUTH PLANNED DELAY
OQRA	GM WEST COAST- CENTRAL (LNW)	PQCT	TRUST BERTH ERRORS
OQRB	GM WEST MIDLANDS (LNW)	PQD0	NR SWINDON DEPOT
OQRC	GM WEST MIDS - CHILTERN (LNW)	PQD2	NR GLOUCESTER DEPOT
OQRD	SALTLEY SIGNALLING MANAGER	PQD3	NR LLANELLI DEPOT
OQRE	GM WEST COAST - STH (LNW)	PQD6	NR SHREWSBURY DEPOT
OQRF	WALSALL SIGNALLING MANAGER	PQDA	NR P CODE DEFAULT
OQRG	AREAS S/MANAGERS PRESTON	PQDB	NR BRISTOL DEPOT
OQRH	APPLEBY SETTLE & CARLISLE S/M	PQDC	NR NEWPORT DEPOT
OQRI	BARROW & WORKINGTON S/MANAGER	PQDE	NR EXETER DEPOT
OQRJ	PRESTON SIGNALLING MANAGER	PQDI	NR PADDINGTON DEPOT
OQRK	CARLISLE SIGNALLING MANAGER	PQDR	NR READING DEPOT
OQRL	GM LIVERPOOL (LNW)	PQDX	NR DIDCOT DEPOT
OQRM	GM MANCHESTER (LNW)	PQDZ	NR PLYMOUTH DEPOT
OQRN	NEW STREET SIGNALLING MANAGER	PQF1	NWZ ASSET MGR MCR STRUCTURES
OQRO	GM PRESTON (LNW)	PQF2	NWZ ASSET MGR MCR E/WORKS
OQRP	WARRINGTON PSB S/MANAGER	PQF3	NWZ ASSET LIV MCR STRUCTURES
OQRQ	MERSEYRAIL SIGNALLING MANAGER	PQF4	NWZ ASSET LIV MCR E/WORKS
OQRR	CHESTER SIGNALLING MANAGER	PQF5	NWZ ASSET MGR PRE STRUCTURES

**APPENDIX B11**  
**Responsible Manager Codes**

PQF6	NWZ ASSET PRE MCR E/WORKS	PQPL	RT SCOT PROJECT DELIVERY
PQFN	NW (DO NOT USE)	PQPW	PD EAST ANGLIA ZONE W.A.R.M
PQGE	TSRS WITHIN ROR DARLINGTON	PQQA	CTRL PLANNED DELAY DEFAULT
PQGF	TSRS WITHIN ROR NEWCASTLE	PQQB	CTRL BERTH OFFSET ERRORS
PQGG	TSRS WITHIN ROR HOLBECK	PQQD	CTRL TSDB CANCELLATIONS
PQGH	TSRS WITHIN ROR KNOTTINGLEY	PQQE	CTRL WROR TSRS
PQGI	TSRS WITHIN ROR PETERBOROUGH	PQQJ	CTRL DATA QUALITY EXCLUSIONS
PQGJ	TSRS WITHIN ROR TPW (DONC)	PQQK	CTRL DUPLICATE DELAYS
PQGK	TSRS WITHIN ROR LINCOLN	PQRA	GM WEST COAST- CENTRAL (LNW)
PQGL	TSRS WITHIN ROR MARSHGT (DONC)	PQRB	GM WEST MIDLANDS (LNW)
PQGT	AGREED EXCLUSIONS STH YORKS	PQRC	GM WEST MIDS - CHILTERN (LNW)
PQGU	TSRS WROR HITCHIN	PQRE	GM WEST COAST - SOUTH (LNW)
PQGV	TSR WROR DARLINGTON CNE	PQRL	GM LIVERPOOL (LNW)
PQGW	TSR WROR DERBY	PQRM	GM MANCHESTER (LNW)
PQGX	TSR WROR LEICESTER	PQRO	GM PRESTON (LNW)
PQGY	TSR WROR WEST HAMPSTEAD	PQRU	GM WEST COAST - DC LINES (LNW)
PQGZ	DUPLICATE DELAY LNER	PRAW	WCRM ELECTRIFICATION
PQHB	OPS PLANNING MGR EAZ	PRAX	B/BEATTY NW RENEWALS ALL
PQHM	TSRS WITHIN ROR COLCHESTER	PRB4	GTRM IMC2 S WALES
PQHN	TSRS WITHIN ROR SHENFIELD	PRB7	GTRM P TSR RTMZ AREA 7
PQHO	TSRS WITHIN ROR NORWICH	PRB8	GTRM P TSR RTGW AREA 8
PQHP	TSRS WITHIN ROR TOTTNHAM HALE	PRB9	GTRM BRISTOL
PQHQ	TSRS ROR WEST HORNDON (NLL)	PRBC	GTRM P TSR RTMZ WM LOOP 10B
PQHR	TSRS WITHIN ROR ELY	PRBD	GTRM NWZ CREWE (DO NOT USE)
PQHS	TSRS ROR WEST HORNDON (THAMES)	PRBE	CARILLION IMC PRESTON NTH
PQHX	TRK ACCESS MGR PLANNED CANC ER	PRBF	CARILLION IMC PRESTON STH
PQHY	DUPLICATE DELAY EA REGION	PRBS	GTRM P TSR RTMZ WC SOUT
PQL1	WROR SCR STR'CLYDE STH SRVCS	PRBT	GTRM IMC RTMZ WC MID 10A
PQL2	WROR SCR STR'CLYDE NTH SRVCS	PRBZ	NWZ CARILLION T/R (PRESTON)
PQL3	WROR SCR W.A.S. SERVICES	PRCB	JARVIS LPL & CREWE AREA
PQL4	TSR WROR SCR EXPRESS SERVICES	PRCC	JARVIS CENTRAL NTH.WEST
PQL5	TSR WROR SCR EAST COAST SERVIC	PRCG	JARVIS CHR-NWALES
PQL6	TSR WROR SCR NORTH SERVICES	PRCM	JARVIS MERSEY
PQLA	NR SCOT REG. WCRM	PRCN	JARVIS CENTRAL NTH.EAST
PQLC	RT SCOT TSR WROR APM CENTRAL	PRCS	JARVIS CENTRAL STH.EAST
PQLD	RT SCOT PCODE CAPED TRAINS	PRCZ	NWZ JARVIS T/REN (LPL - N/WAL)
PQLE	RT SCOT TSR WROR APM EAST	PRD1	FE SCR S'CLYDE STH SERVICES
PQLJ	RTSC DATA QUALITY MGR P-CODES	PRD2	FE SCR S'CLYDE NTH SERVICES
PQLL	RT SCOT DUPLICATE DELAYS	PRD3	FE SCR W.A.S. SERVICES
PQLN	RT SCOT TSR WROR APM NORTH	PRD4	FE FE SCR EXPRESS SERVICES
PQLS	RT SCOT TSR WROR APM SOUTH	PRD5	FE SCR EAST COAST SERVICES
PQLW	RT SCOT TSR WROR APM WEST	PRD6	FE SCR NORTH SERVICES
PQMC	KENT ROUTE PLANNED DELAY	PRD8	FE TRD NON-SCOTLAND ZONE
PQMT	TRUST BERTH ERRORS	PRDA	FENG MANCHESTER
PQPC	MPD SOUTH WEST PLANNED DELAYS	PRDC	FENG SCOTLAND CENTRAL
PQPD	RAILTRACK MPD GREAT WESTERN	PRDE	FENG SCOTLAND EAST
PQPE	RAILTRACK MPD MIDLANDS ZONE	PRDN	FENG SCOTLAND NORTH
PQPF	NW PD	PRDS	FENG SCOTLAND SOUTH WEST
PQPH	PD EAST ANGLIA ZONE	PRDW	FENG SCOTLAND WEST

**APPENDIX B12**  
**Responsible Manager Codes**

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PRDZ	NWZ FENG T/REN (MANCR)	QQAI	HQ ENG INN. & EXAM
PRE1	AMEY RAILWAYS LTD - READING	QQAL	HQ LEEDS TRAINPLAN QA&QM ONLY
PRE2	AMEY RAILWAYS LTD - CHILTERNES	QQAM	HQ FREIGHT EWS TAKE BACK
PRE3	AMEY RAILWAYS LTD - BRISTOL	QQAN	HQ FREIGHT FLR TAKE BACK
PRE4	AMEY RAILWAYS LTD - NEWPORT	QQA0	HQ FREIGHT GB/DRS TAKEBACK
PRE5	AMEY RAILWAYS LTD - EXETER	QQAP	HQ LONDON TRAINPLAN QA&QM ONLY
PRF1	BBRM - GE RIM	QQAS	NLU COMM. TAKEBACK SERCO
PRF5	BBRM - GE OUTERS	QQAU	NETWORK ACCESS UNIT QB&QL ONLY
PRG1	AMEC - WA RIM	QQB3	TSM SUSSEX TAKEBACK
PRG2	AMEC - NLL RIM	QQB6	SUSSEX SMALL MINS LEVEL 2
PRG3	AMEC - WEST ANGLIA OUTERS	QQB9	PUMPS (DO NOT USE IN TRUST)
PRG4	AMEC - C2C ROUTE	QQBC	COMMERCIAL SUSSEX ROUTE
PRHA	GRANTRAIL EA ZONE	QQBG	AMEC SUSSEX TAKEBACK L2
PRJP	JARVIS R RTMZ PLAIN LINE CONT	QQBH	RD SUSSEX VSTP
PRJW	JARVIS RAIL RTMZ WC ALLIANCE	QQBK	DA STAFF SUSSEX
PRJX	JARVIS - ROUTE BLOCKADES	QQBO	AREA DEL PLAN MGR SUSSEX
PRKA	CENTRAC TRU (EAST ANGLIA)	QQBR	SUSSEX S8 DELAY ATT
PRKB	CENTRACK NW BRI	QQBV	GATEX COMMERCIAL TAKEBACK
PRKE	S&C WEST COAST ALLIANCE	QQBW	CSC COMMERCIAL TAKEBACK
PRKM	CENTRACK TRU RTMZ MKT TESTING	QQBX	T/LINK COMMERCIAL TAKEBACK
PRKN	CENTRACK NW P&C	QQC1	EUKL COMMERCIAL TAKEBACK
PRKR	WEST COAST (T.R.U.)	QQC2	TSM KENT TAKEBACK
PRLB	JARVIS/FASTLINE NW BRI	QQC3	TSM SUSSEX TAKEBACK
PRLP	JAR/FAST (DO NOT USE)	QQC4	TSM WESSEX TAKEBACK
PRM1	JARVIS SCOTLAND NORTH 2005	QQC5	KENT SMALL MINS LEVEL 2
PRM2	JARVIS SCOTLAND SWEST 2005	QQC6	SUSSEX SMALL MINS LEVEL 2
PRMC	JARVIS SCOTLAND CENTRAL	QQC7	WESSEX SMALL MINS LEVEL 2
PRME	JARVIS SCOTLAND EAST	QQC9	PUMPS (DO NOT USE IN TRUST)
PRMN	JARVIS SCOTLAND NORTH	QQCB	KENT S8 DELAY ATT
PRMS	JARVIS SCOTLAND SOUTHWEST	QQCC	COMMERCIAL SZ
PRMW	JARVIS SCOTLAND WEST	QQCE	BBRM KENT TAKEBACK L2
PRN1	WESTERN TRU - READING	QQCF	BBRM WESSEX TAKEBACK L2
PRN2	JARVIS RAIL TRU-CHILTERN C2	QQCG	AMEC SUSSEX TAKEBACK L2
PRN3	WESTERN TRU - BRISTOL	QQCH	RD WESSEX VSTP
PRN4	WESTERN TRU - CARDIFF	QQCJ	DA STAFF KENT
PRN5	WESTERN TRU - EXETER	QQCK	DA STAFF SUSSEX
PRQA	CARILLION CTRL PLANNED DELAY	QQCL	DA STAFF WESSEX
QAAP	GENERATED NETWORK	QQCM	WESSEX S8 DELAY ATT
QQA1	AMEC RAIL COMM TAKEBACK	QQCN	AREA DEL PLAN MGR KENT
QQA2	AMEY RAIL COMM TAKEBACK	QQCO	AREA DEL PLAN MGR SUSSEX
QQA3	BALFOUR BEATTY TAKEBACK	QQCP	AREA DEL PLAN MGR WESSEX
QQA4	1ST ENGR COMM TAKEBACK	QQCR	SUSSEX S8 DELAY ATT
QQA5	GRANTRAIL COMM TAKEBACK	QQCU	CSE COMMERCIAL TAKEBACK
QQA6	GTRM COMM TAKEBACK	QQCV	GATEX COMMERCIAL TAKEBACK
QQA7	JARVIS COMM TAKEBACK	QQCW	CSC COMMERCIAL TAKEBACK
QQAB	B'HAM TRAINPLAN QA & QM ONLY	QQCX	T/LINK COMMERCIAL TAKEBACK
QQAE	NLU COMM. TAKEBACK EWS	QQCY	SWT COMMERCIAL TAKEBACK
QQAF	NLU COMM. TAKEBACK FLINER	QQD0	LEVEL 3 TAKEBACK OTHER
QQAG	NLU COMM. TAKEBACK GBRF	QQD1	LEVEL 3 TAKEBACK FGW

**APPENDIX B13**  
**Responsible Manager Codes**

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QQD2	LEVEL 3 TAKEBACK WESSEX	QQL4	RTSC SMALL MINS AGREEMENT
QQD3	LEVEL 3 TAKEBACK ARRIVA TW	QQLA	RTSC SCR COMM AGREEMENTS
QQD4	LEVEL 3 TAKEBACK HEX	QQLB	RTSC FOG WORKING DELAYS
QQD5	LEVEL 3 FGW LINK TAKEBACK	QQLC	SCZ TSR REACTIONARY DELAYS
QQD6	VSTP - NR WESTERN VSTPS	QQLD	RTSC STRUCTURES ENGINEER
QQD9	PUMPS CODE-DO NOT USE IN TRUST	QQLF	INFO-CO ORD VSTP ERRORS
QQDJ	FGW TRAINS TAKEBACK	QQLG	POSSESSION PLANNING GM WEST
QQDK	WESSEX TRAINS TAKEBACK QT	QQLH	POSSESSION PLANNING GM EAST
QQDL	ARRIVA TRAINS WALES TAKEBACK	QQLJ	POSSESSION PLANNING WEST COAST
QQDM	HEATHROW EXPRESS TAKEBACK QT	QQLK	RT SCOT DATA QUALITY MANAGER
QQDN	FGW LINK TAKEBACK LEVEL 2	QQLL	RT SCOT VSTP CONTROLLER
QQDV	OWEN WILLIAMS RT27	QQLV	RT SCZ RHEAD CONTAMINATION
QQDW	OWEN WILLIAMS 60+ LATE ARRL	QQLZ	RT SCOT OPS PLANNING MANAGER
QQF9	PUMPS (DO NOT USE IN TRUST)	QQM1	EUKL COMMERCIAL TAKEBACK
QQFL	NW (DO NOT USE)	QQM2	TSM KENT TAKEBACK
QQFM	NW (DO NOT USE)	QQM5	KENT SMALL MINS LEVEL 2
QQFO	NW (DO NOT USE)	QQM9	PUMPS (DO NOT USE IN TRUST)
QQG1	GNER ACC EXEC TAKE BACK	QQMB	KENT S8 DELAY ATT
QQG2	ARRIVA TRAINS ACCEX TAKE BACK	QQMC	COMMERCIAL RD KENT
QQG3	M/MAINLINE COMM TAKEBACK	QQME	BBRM KENT TAKEBACK L2
QQG4	RTLNE HULL TRAINS TAKEBACK	QQMH	RD KENT VSTP
QQG5	T.P.E. COMM TAKE BACK	QQMJ	DA STAFF KENT
QQG6	RTLNE NEXUS TRAINS TAKEBACK	QQMN	AREA DEL PLAN MGR KENT
QQG9	PUMPS CODE (DO NOT USE)	QQMU	CSE COMMERCIAL TAKEBACK
QQGA	LNER PRF MGR QH QI	QQPL	RT SCOT PROJECT DELIVERY
QQGC	LNER CONTROL VSTP QN	QQQ9	CTRL PUMPS CODE - DO NOT USE
QQGD	LNER VSTP SECTION QN	QQQA	CTRL COMMERCIAL TAKEBACK
QQGE	(REACTIONARY TO P CODES (QL))	QQQC	CTRL VSTP DISCREPANCIES
QQGF	FREIGHT PERF SECT TAKE BACK	QQQD	CTRL OPERATIONAL PLANNING
QQGG	PD ELEC/MECH/SIGNAL CONTRACTS	QQQE	CTRL STRUCTURES ENGINEER
QQGH	HIGH RISK LEAF FALL SITES	QQQL	CTRL TSR REACTIONARY DELAYS
QQGJ	RT STRUCTURES (QD ONLY)	QQQQ	CTRL RCC ROUTE CONFLICT
QQGK	GZAM NE PLANNING ERROR	QQR0	LNW MERSEYRAIL LVL 3 TAKEBACK
QQGL	GZAM GN PLANNING ERROR	QQR1	LNW FNW LVL 3 TAKEBACK
QQH9	PUMPS CODE DO NOT USE IN TRUST	QQR2	LNW CENTRAL LVL 3 TAKEBACK
QQHB	OPS PLANNING MANAGER RTEA	QQR3	LNW VWC LVL 3 TAKEBACK
QQHC	ONE COMMERCIAL TAKEBACK	QQR4	LNW VXC LVL 3 TAKEBACK
QQHH	LEAF FALL (Q* CODES ONLY)	QQR5	LNW SILVERLINK LVL 3 TAKEBACK
QQHP	RTEA VSTP	QQR6	LNW CHILTERN LVL 3 TAKEBACK
QQHR	GE COMMERCIAL TAKEBACK EAR	QQR9	LNW PUMPS (DO NOT USE)
QQHS	ANG COMMERCIAL TAKEBACK EAR	QQRB	LNW BRIDGES/STRUCTURES
QQHT	C2C COMMERCIAL TAKEBACK EAR	QQRD	LNW FNW TAKEBACK
QQHU	WAGN COMMERCIAL TAKEBACK EAR	QQRE	LNW MERSEYRAIL TAKEBACK
QQHV	RT STRUCTURES (QD ONLY)	QQRF	LNW VWC TAKEBACK
QQHW	EA REACTIONARY TO P CODES QL	QQRG	LNW CENTRAL TAKEBACK
QQHX	ANGLIA TSC TAKE BACK	QQRH	LNW VXC TAKEBACK
QQL1	RTSC JOINT INQUIRY TAKEBACK	QQRJ	GM WEST MIDLANDS
QQL2	RTSC ACC EXEC RETB TAKEBACK	QQRJ	GM WEST COAST (LNW)
QQL3	RTSC ACC EXEC CSR TAKEBACK	QQRK	GM PRESTON (LNW)

**APPENDIX B14**  
**Responsible Manager Codes**

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QQRL	GM LIVERPOOL (LNW)	RHBC	GNER PETERBOROUGH
QQRM	GM MACHESTER (LNW)	RHBD	GNER GRANTHAM
QQRO	LNW CHILTERN TAKEBACK	RHBE	GNER NEWARK
QQRP	LNW SILVERLINK TAKEBACK	RHBF	GNER RETFORD
QQRW	LNW WEATHER	RHBG	GNER DONCASTER
QQRY	LNW VSTP SCHEDULES (QN ONLY)	RHBH	GNER WAKEFIELD WESTGATE
QQRZ	LNW BERTH OFFSET ERRORS	RHBI	GNER LEEDS
REA2	T.P.E RETAIL CONTROLLER	RHBJ	GNER EAST&WEST RIDING ATN STNS
REAA	T.P.E STN MGR-MANC & MERSYSIDE	RHBK	GNER YORK
REAB	T.P.E STN MGR-CUMBRIA	RHBL	GNER NORTHALLERTON
REAC	T.P.E STN MGR-SOUTH HUMBER	RHBM	GNER DARLINGTON
READ	T.P.E STN MGR-TEESIDE	RHBN	GNER DURHAM
REAH	T.P.E STN MGR-W.YORKS	RHBO	GNER NEWCASTLE
REAL	T.P.E STN MGR-HUMBER	RHBP	GNER MORPETH & ALNMOUTH
REAO	T.P.E OTHER TOC STATIONS.	RHBQ	GNER BERWICK UPON TWEED
REAS	T.P.E STN MGR-N.YORKS	RHBR	GNER DUNBAR
REAZ	T.P.E DEFAULT STATION	RHBS	GNER EDINBURGH WAVERLY
REBA	ONE COMMERCIAL GENERAL	RHBT	GNER SCOTRAIL STN(INC GLASGWC)
REBB	ONE NORWICH STATION	RHBU	ABERDEEN ROUTE
REBC	ONE DISS AND STOWMARKET STN	RHBV	INVERNESS ROUTE
REBD	ONE IPSWICH STATION	RHBW	GLASGOW ROUTE
REBE	ONE COLCHESTER STATION	RHBZ	GNER DEFAULT STATIONS
REBF	INTERMEDIATE MAIN STN COL-LST	RHCP	ARRIVA TRNS NTH PRODUCTION MNG
REBG	ONE LIVERPOOL STREET (ANG)	RHDA	NWT
REBH	ONE LIVERPOOL STREET (GE)	RHDB	NWT (CARLISLE TO BARROW)
REBI	ONE LIVERPOOL STREET (WA)	RHDC	NWT (BW&MCMBE TO BALSHW LANE)
REBJ	ONE GE METRO AND SOUTHEND	RHDD	NWT (BPS TO CNE & PRE TO ORM)
REBK	ONE WA INNER	RHDE	NWT (LIV TO BRYN)
REBL	ONE WA OUTER	RHDF	NWT (BPN TO XLK)
REBM	GE B/TREE SUD CTN WLT HAR	RHDG	NWT (OTHER OPERATORS)
REBN	NCH BRANCH LWT GYM CMR CBG	RHDH	NWT (CLITH TO HALL'I'WOOD)
REBO	IPS BRANCH LWT FLX CBG/PBO	RHDI	NWT (LIME ST)
RGAZ	EUKL STN. OPS.	RHDJ	NWT (MAN VIC)
RHA1	SCOTRAIL HQ STATIONS	RHDK	NWT (STHPORT&KIR TO WGW)
RHA2	MAJOR STATIONS GLASGOW CENT	RHDL	NWT (MAN PICC)
RHA3	MAJOR STATIONS EDINBURGH WAV	RHDM	NWT (PICC TO MOULDSWORTH)
RHAA	SCR SOUTH GLASGOW (EXC GLC)	RHDN	NWT (OXFORD RD)
RHAB	NSM ABD-MTS/HNT	RHDO	NWT (WIGAN WALLGATE)
RHAC	SCR SS GLC AREA	RHDP	NWT (BOLTON)
RHAE	NSM EDB-BHG/NBW/LEU	RHDQ	NWT (SALFORD C)
RHAI	NSM INV-DLW/KEI/KYL/WCK/THS	RHDR	NWT (INCE TO MCV)
RHAO	SCR SLEEPER STATIONS	RHDS	NWT (MCV TO RCD INCL OLM)
RHAP	NSM PTH-GLE/BLA/ARB	RHDT	NWT (P'CROFT TO SLAITHWAITE)
RHAQ	NSM GLQ-FKK/FKG/DBL/CUB	RHDU	NWT (LIV TO NLW & E PORT)
RHAW	NSM HLU-OBN/FTW/MLG	RHDV	NWT (PICC TO HADFIELD)
RHAY	NTH CLYDE/ARGLYE (+WFF/SHOTTS)	RHDW	NWT (PICC TO SHEFF INC RSH)
RHAZ	SCOTRAIL NON-ZONE STATIONS	RHDX	NWT (PICC TO BUXTON)
RHBA	GNER KINGS CROSS	RHDY	NWT (DGT TO MIA&CRE TO SOT)
RHBB	GNER STEVENAGE	RHDZ	NWT (MCO TO GLAZEBROOK)

**APPENDIX B15**  
**Responsible Manager Codes**

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RHEA	METOC	RHIB	MML ST.PANCRAS
RHEC	METOC ELECT U/GROUND	RHIC	MML WELLINGBOROUGH
RHF1	VWC RBM NORTH WEST	RHID	MML KETTERING
RHF2	VWC RBM NORTH	RHIE	MML MARKET HARBOROUGH
RHF3	VWC RBM SCOTLAND	RHIF	MML LEICESTER
RHF4	VWC RBM MIDLANDS	RHIG	MML DERBY
RHF5	VWC RBM LONDON	RHIH	MML CHESTERFIELD
RHF6	VWC RBM SOUTH WEST	RHII	MML SHEFFIELD
RHF7	VWC RBM SOUTH	RHIJ	MML THAMESLINK STATIONS
RHF9	VWC CUST SERV. SECURITY MAN.	RHIK	MML CENTRAL STATIONS
RHFA	VWC STATIONS DEFAULT	RHIL	MML GNER STATIONS
RHFY	VWC INDUSTRIAL RELATIONS	RHIM	MML OTHER TOCS
RHFZ	VWC STN DISPUTE TIMES	RHIN	MML MAJOR STATIONS
RHGA	CENTRAL TRAINS LTD	RHIW	MML CONTROL
RHGB	CEN NEW ST STATION DELAYS	RHIY	MML OTHER
RHGE	CEN LOUGHBOROUGH STN DELAYS	RHJ1	NON FGW STATIONS LONDON AREA
RHGF	CEN DESPATCH STAFF (FNW)	RHJ2	FGW PADD DELAYS UNMANNED STNS
RHGG	CEN DESPATCH STAFF (GNER)	RHJ3	FGW CDF DELAYS UNMANNED STNS
RHGH	CEN SNOW HILL STN DELAYS	RHJ4	FGW SWANS DELAYS UNMANNED STNS
RHGJ	CEN STOURBRIDGE STN DELAYS	RHJ5	FGW BRSTL DELAYS UNMANNED STNS
RHGK	CEN DESPATCH STAFF (ARRIVA N)	RHJ6	FGW EXET DELAYS UNMANNED STNS
RHGL	CEN LINCOLN STN DELAYS	RHJ7	FGW PLYM DELAYS UNMANNED STNS
RHGM	CEN DESPATCH STAFF (MML)	RHJ8	FGW PENZ DELAYS UNMANNED STNS
RHGN	CEN NOTTINGHAM STN DELAYS	RHJA	FGW COMMERCIAL GENERAL
RHGO	CEN LEAMINGTON SPA STN DELAYS	RHJB	FGW BRISTOL TEMPLE MEADS STN
RHGP	CEN PERF SECTION USE ONLY	RHJC	FGW CHIPPENHAM STATION
RHGR	CEN DESPATCH STAFF (ARRIVA W)	RHJD	FGW DIDCOT PARKWAY STATION
RHGT	CEN WORCESTER STN DELAYS	RHJE	FGW EXETER ST DAVIDS STATION
RHGU	CEN PERF SECTION USE ONLY 2	RHJF	FGW BRISTOL PARKWAY STATION
RHGV	CEN DESPATCH STAFF (VWC)	RHJG	NON FGW STATIONS STH COTSWOLDS
RHGW	CEN DESPATCH STAFF (WAGN)	RHJH	FGW BATH SPA STATION
RHGX	CEN SKEGNESS STN DELAYS	RHJI	FGW PEWSEY STATION
RHGY	CEN DESPATCH STAFF (WESSEX)	RHJJ	NON FGW STATIONS EAST B & H
RHGZ	CEN DESPATCH STAFF (OTHERS)	RHJK	FGW TOTNES STATION
RHH1	VXC RBM NORTH WEST	RHJL	FGW LONDON PADDINGTON STATION
RHH2	VXC RBM NORTH	RHJM	NON FGW STATIONS NRTH COTSWOLD
RHH3	VXC RBM SCOTLAND	RHJN	FGW NEWTON ABBOT STATION
RHH4	VXC RBM MIDLANDS	RHJO	NON FGW STATIONS WEST B & H
RHH5	VXC RBM LONDON	RHJP	FGW PLYMOUTH STATION
RHH6	VXC RBM SOUTH WEST	RHJQ	FGW COMMERCIAL/MARKETING HQ
RHH7	VXC RBM SOUTH	RHJR	FGW READING STATION
RHH8	VXC LEVEL 2	RHJS	FGW SWINDON STATION
RHH9	VXC SECURITY MANAGER	RHJT	FGW TAUNTON STATION
RHHF	VXC RBM MIDS & NW XC ONLY	RHJU	FGW TIVERTON PARKWAY STATION
RHHG	VXC GNER MANAGED STATIONS	RHJV	NON FGW STATIONS AVON
RHHX	VXC STNS DEFAULT	RHJW	NON FGW STATIONS SOUTH WALES
RHHY	VXC STN DISPUTE TIMES	RHJX	FGW COMMERCIAL SPECIAL EVENTS
RHHZ	VXC INDUSTRIAL RELATIONS	RHJY	NON FGW STATIONS DEVON
RHIA	MML GENERAL	RHJZ	FGW NON-FGW STATIONS CORNWALL

**APPENDIX B16**  
**Responsible Manager Codes**

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RHKA	WESSEX TRAINS MGR TO DEFINE	RHNM	FGW LINK WOSTER FS (CENTRAL)
RHKB	WESSEX TRAINS FGW MANAGED STN	RHNN	FGW LINK OTHER STATIONS
RHKC	WESSEX TRAINS W&B AREA STNS	RHNO	FGW LINK ABM EAST PADDINGTON
RHKE	WESSEX TRAINS DEVON STATIONS	RHNP	FGW LINK ABM EAST TWYFORD
RHKG	WESSEX TRAINS GLOUCESTER STNS	RHNQ	FGW LINK ABM EAST MAIDENHEAD
RHKM	WESSEX TRAINS AT FGW WOE STNS	RHNR	FGW LINK DIDCOT PARKWAY (FGW)
RHKS	STHRN ZONE STNS SERVED BY WSX	RHNS	FGW LINK MB RDG NDOWNNS TT STNS
RHKT	WESSEX TRAINS CORNWALL STNS	RHNT	FGW LINK GATWICK AIRPORT
RHKW	WESSEX TRAINS WESTBURY STNS	RHNU	FGW LINK NTH DOWNS NON TT STNS
RHL1	ARR NORTH WALES U/S STATIONS	RHNV	FGW LINK ABM WT THAMES VALLEY
RHL2	ARR MID WALES U/S STATIONS	RHNW	FGW LINK ABM WEST NEWBURY
RHL3	ARR SOUTH WALES U/S STATIONS	RHNX	FGW LINK ABM WEST COTSWOLDS
RHL4	ARR MARCHES U/S STATIONS	RHNY	FGW LINK E/LING BROADWAY (LDN)
RHLA	ARRIVA CONTROL TO DEFINE	RHNZ	FGW LINK E/LING BROADWAY (CEN)
RHLB	ARRIVA HOLYHEAD STATION	RHOA	CHILTERN RAILWAY COMPANY
RHLC	ARRIVA BANGOR STATION	RHP2	RETAIL ACTON AREA SLINK MET
RHLD	ARRIVA LLANDUDNO JN STATION	RHP3	RETAIL CAMDEN AREA SLINK MET
RHLE	ARRIVA COLWYN BAY STATION	RHP4	DVR DEPOT BLETCHLEY SLINK CTY
RHLF	ARRIVA RHYL STATION	RHP5	DRIVER NORTHAMPTON SLINK CTY
RHLG	ARRIVA CHESTER STATION	RHP9	RETAIL DC LINES SLINK MET
RHLH	ARRIVA CREWE STATION	RHPA	GENERAL SLINK MET
RHLI	ARRIVA MANCH PICC STATION	RHPE	RETAIL EUSTON SLINK COUNTY
RHLJ	ARRIVA MACHYNLLETH STATION	RHPH	RETAIL HEMEL SLINK COUNTY
RHLK	ARRIVA SHREWSBURY STATION	RHPK	DVR EUSTON SLINK MET
RHLL	ARRIVA BIRM NEW ST.STATION	RHPM	RETAIL NORTHAMPTON SLINK CTY
RHLM	ARRIVA HEREFORD STATION	RHPR	RETAIL MANAGER SLINK COUNTY
RHLN	ARRIVA CARMARTHEN STATION	RHPS	SDC SLINK CTY
RHLO	ARRIVA LLANELLI STATION	RHPU	RETAIL MANAGER SLINK MET
RHLP	ARRIVA SWANSEA STATION	RHPV	SDC SLINK MET
RHLQ	ARRIVA NEATH STATION	RHPW	RETAIL WATFORD SLINK CTY
RHLR	ARRIVA PORT TALBOT P/WAY STN	RHPZ	GENERAL SLINK CTY
RHLS	ARRIVA BRIDGEND STATION	RHQA	WEST ANGLIA GREAT NORTHERN TOC
RHLT	ARRIVA CDF CENTRAL STATION	RHQB	WAGN KGX BASED DRIVER
RHLU	ARRIVA NEWPORT STATION	RHQC	WAGN HIT BASED DRIVER
RHLV	ARRIVA VALLEY LINES STATIONS	RHQD	WAGN PBO BASED DRIVER
RHLW	ARRIVA WESSEX AREA STATIONS	RHQE	WAGN KLN BASED DRIVER
RHMA	HEATHROW EXPRESS	RHQF	WAGN CBG BASED DRIVER
RHNA	FGW LINK STNS WTG CATEGORY	RHQG	WAGN REVENUE DEPOT SOUTH
RHNB	FGW LINK ABM EAST SLOUGH	RHQH	WAGN GSM HERTFORD
RHNC	FGW LINK ABM EAST OTHER	RHQJ	WAGN REVENUE DEPOT NORTH
RHND	FGW LINK ABM WEST OXFORD	RHQK	WAGN GSM SOUTH
RHNE	FGW LINK ABM WEST OTHER	RHQL	WAGN GSM LONDON
RHNF	FGW LINK READING (FGW)	RHQM	WAGN REVENUE DEPOT CBG
RHNG	FGW LINK BASINGSTOKE (SWT)	RHQN	WAGN GSM NORTH
RHNH	FGW LINK GUILDFORD (SWT)	RHQS	WAGN SDC
RHNI	FGW LINK REDHILL (CONNEX)	RHRA	GREAT EASTERN TOC
RHNJ	FGW LINK STRATFORD (CENTRAL)	RHSA	ANGLIA TOC
RHNK	FGW LINK LEAMINGTON (CENTRAL)	RHSB	ANG SVC MGR IPSWICH STN
RHNL	FGW LINK WOSTER SH (CENTRAL)	RHSC	ANG SVC MGR LIVST STN



**APPENDIX B17**  
**Responsible Manager Codes**

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RHSD	SVC MGR IP-LIV INTERMDT STNS	RHVG	G.EX. STN. OPS. GATWICK
RHSE	ANG SVC MGR IPSW BRANCH STNS	RHVV	G.EX. STN. OPS. VICTORIA
RHSF	SVC MGR HARW INT INC BOAT CONS	RHW1	CS SM LONDON
RHSG	ANG SVC MGR NORWICH STATION	RHW2	CS SM CHARING CROSS
RHSH	ANG SVC MGR DISS AND SWMKT STN	RHW3	CS SM VICTORIA
RHSI	ANG SVC MGR NRWCH BRANCH STNS	RHW9	CS GATWICK-RUGBY COMMERCIAL
RHSK	ANG DELAYS AT UNSTAFFED STNS	RHWA	SC TTM BRIGHTON
RHSL	ANG STN OVERTME DUE POLICE ATT	RHWA	SC SM BRIGHTON
RHSN	ANG INTERMDATE NRWCH-CAMB STNS	RHWC	SC SM CHICHESTER
RHTA	C2C FENCHURCH ST GSM	RHWD	SC TTM EASTBOURNE
RHTB	C2C INTERCHANGE GSM	RHWE	SC SM COASTWAY EAST
RHTC	C2C INNER GSM	RHWF	SC TTM BARNHAM
RHTD	C2C OUTER GSM	RHWG	SC SM EAST CROYDON
RHTE	C2C EAST HAM DRIVERS	RHWH	SC SM HORSHAM
RHTG	C2C SHOEBURYNNESS DRIVERS	RHWJ	CS OTSM SUSSEX
RHTS	C2C SERVICE CENTRE	RHWK	CS SM SUTTON
RHU1	SET SM LOND BRDGE & CANNON ST	RHWL	CS SM LEWES
RHU2	SET SM CHARING X & W'LOO E	RHWM	CS TTM WEALD
RHU3	SET SM VICTORIA	RHWN	CS OTSM SOUTH LONDON
RHU4	SET SM SITTINGBOURNE	RHWO	CS SM OXTED
RHU5	SET SM FOLKESTONE CENTRAL	RHWP	CS SM PURLEY
RHU6	SET SM SEVENOAKS	RHWQ	CS TTM SELHURST
RHU7	SET SM TUNBRIDGE WELLS	RHWR	CS SM REDHILL
RHUA	SET SM ASHFORD	RHWS	CS SM STREATHAM HILL
RHUB	SET SM BECKENHAM JN & HERNE HL	RHWT	CS STATION ACCESS MANAGER
RHUC	SET SM LADYWELL	RHWW	CS SM COASTWAY WEST
RHUD	SET SM DOVER	RHWZ	CS COMM. GENERIC
RHUE	CSE LTD TTM FAVERSHAM	RHXA	ABM BEDFORD
RHUF	SET SM RAMSGATE	RHXB	ABM LONDON
RHUG	SET SM CHATHAM	RHXC	ABM BRIGHTON MAIN LINE
RHUH	SET SM HASTINGS	RHXD	ABM ST ALBANS
RHUI	CSE LTD TTM TONBRIDGE	RHXE	ABM WIMBLEDON LOOP
RHUJ	SET SM BROMLEY STH & SHORTLAND	RHXF	ABM SOUTH
RHUK	CSE LTD TTM HASTINGS	RHXZ	THAMESLINK STATION OPS.
RHUL	SET SM LEWISHAM & ELTHAM	RHY1	HEAD OF GUARDS
RHUM	SET SM SWANLEY	RHY2	S.M. WOKING
RHUN	CSE LTD TTM ASHFORD	RHY3	S.M. GUILDFORD
RHUO	SET SM ORP & GRV PK	RHY4	S.M CLAPHAM JUNCTION
RHUP	CSE LTD TTM DOVER	RHY5	S.M. BASINGSTOKE
RHUQ	CSE LTD ROSTERS CHATHAM LINES	RHY6	S.M. SALISBURY
RHUR	CSE LTD TTM RAMSGATE	RHY7	S.M. RICHMOND
RHUS	CSE LTD TTM GILLINGHAM	RHY8	GWR - BATH & BRISTOL TM
RHUT	SET SM TONBRIDGE	RHY9	SWT - CONTROL
RHUU	SET SM DART/GEND/SID	RHYA	RETAIL HQ/ TO BE ALLOCATED
RHUV	SET SM MAIDSTONE EAST & WEST	RHYB	G.S.M WATERLOO
RHUW	SET SM CHARLTON & ERITH	RHYC	GSM CLAPHAM JUNC (OTHERS)
RHUX	SET SM FAVERSHAM	RHYD	GSM WIMBLEDON (OTHERS)
RHUY	SET SM MARGATE	RHYE	S.M. WIMBLEDON
RHUZ	CSE LTD COMM. GENERIC	RHYF	S.M. SURBITON

**APPENDIX B18**  
**Responsible Manager Codes**

RHYG	GSM WOKING (OTHERS)	TEAK	TPE TRN SVCE MGR - YORK
RHYH	G.S.M. ASCOT	TEAL	TPE TRN SVCE MGR-BARROW&BPOOL
RHYJ	GSM RICHMOND (OTHERS)	TEAM	TPE DEPOT MGR - MANCHESTER
RHYK	GSM SOUTHAMPTON (OTHERS)	TEAP	TPE TRN SVCE MGR - MAN PICC
RHYL	GSM BOURNEMOUTH (OTHERS)	TEAR	TPE ALTERNATE TOC CROSSOVER
RHYM	GSM PORTSMOUTH (OTHERS)	TEAS	TPE TRN SVCE MGR-YORK & SCARB
RHYN	S.M. PORTSMOUTH HARBOUR	TEAY	TPE DEPOT MGR - YORK & HULL
RHYP	GSM SALISBURY (OTHERS)	TEAZ	TPE DEFAULT TRAIN CREW
RHYQ	REVENUE PROTECTION MGR	TEBA	ONE OPERATIONS GENERAL
RHYR	GSM GUILDFORD (OTHERS)	TEBB	ONE DRIVERS-NORWICH DEPOT
RHYS	STH. CENT: EPSOM/DORKING	TEBC	ONE DRIVERS-IPSWICH DEPOT
RHYT	STH. CENT: BRIGHTON/S.COAST	TEBD	ONE DRIVERS-SOUTHEND DEPOT
RHYU	GREAT WESTERN - READING	TEBE	ONE DRIVERS-GIDEA PK DEPOT
RHYV	S.M. PORTSMOUTH & SOUTHSEA	TEBF	ONE DRIVERS-ILFORD DEPOT
RHYW	GWR/WESSEX - EXETER & WEST	TEBG	ONE DRIVERS-COLCHESTER DEPOT
RHYX	WESSEX:ROMSEY/WESTBURY AXIS	TEBH	ONE DRIVERS-CLACTON DEPOT
RHYZ	S.M. SOUTHAMPTON CENTRAL	TEBI	ONE DRIVERS-CAMBRIDGE DEPOT
RHYZ	S.M. BOURNEMOUTH	TEBJ	ONE DRIVERS-BISH STORT DEPOT
RPAA	W/COAST RLY CO	TEBK	ONE DRIVERS-CHINGFORD DEPOT
RPEM	GB RAILFREIGHT MAIL	TEBL	ONE DRIVERS-CROWN POINT DEPOT
RPFA	HULL TRAINS TOC	TEBM	ONE DRIVERS-LIVERPOOL STREET
RPFB	HULL TRAINS COMERCIAL HULL STN	TEBN	ONE ROSTERS/DIA ERROR (ANG)
RPFC	HULL TRNS COMERCL HULL BRANCH	TEBO	ONE ROSTERS/DIA ERROR (GE)
RPFD	HULL TRNS COMERCIAL ECML	TEBP	ONE ROSTERS/DIA ERROR (WA)
RPFE	HULL TRNS COMERCIAL KINGS CRSS	TEBQ	ONE TRAIN SNR CONDUCTOR(MAIN)
RPGA	NEXUS (TYNE & WEAR METRO)	TEBR	ONE TRAIN CONDUCTOR(RURAL)
RPJA	MERLIN RAIL	TEBS	ONE PERF TRAIN PLANNING ERROR
RQDA	SANDITE RTGW ZONE	TEBT	ONE PERF CONTROL
RQFA	SANDITE RTNW	TEBU	INFRASTRUCTRE CROWN POINT DPT
RQHA	EWS SANDITE-EA ZONE	TEBV	INFRASTRUCTRE COLCHESTER DPT
RRHA	GRANTRAIL YELLOW PLANT	TEBW	INFRASTRUCTRE ILFORD DPT
RRHY	GRANTRAIL YELLOW PLANT	TEBX	INFRASTRUCTRE S/VIC CLT GP DPT
RWAP	EWS ROYAL MAIL	TEBZ	ONE ADHESION LEAF FALL
RWAQ	EWS CHARTER	TGAZ	EUROSTAR (UK) LTD. OPS.
RXBA	LUL DISTRICT LINE	THA1	SCOTRAIL HQ CREWS
RXCA	LUL BAKERLOO OVER DC LINES	THAA	SCR - AYR STR & DMF DRIVERS
RXEA	LUL DISTRICT	THAB	NSM ABD CREWS
TEA1	TPE LATE CREW ROAD CONNECTN	THAC	SCR - GLC CK & GRK DRIVERS
TEA2	TPE HIRED TRAIN CREW	THAE	NSM EDB CREWS
TEA3	TPE SHORT TERM PLANNING ERROR	THAG	SCR SOUTH CLYDE CONDUCTORS
TEA4	T.P.E. DIAGRAM ERRORS	THAI	NSM INV/WCK/KYL CREWS
TEA5	T.P.E. ROSTER ERRORS	THAM	SCR - MOTHERWELL DRIVERS
TEA6	T.P.E. TRAINCREW CONTROLLER	THAN	SCOTRAIL NBW TRAIN CREW
TEAA	TPE TRN SVCE MGR - MAN AIRPORT	THAO	SCR SLEEPER TRAINCREW
TEAB	TPE DEPOT MGR-BARROW&BLACKPOOL	THAP	NSM PTH CREWS
TEAC	TPE TRN SVCE MGR - CLEETHORPES	THAQ	NSM GLQ/STG CREWS
TEAD	TPE DEPOT MGR-SHEFF&CLEEPTHPS	THAS	SCOTRAIL TOC
TEAF	TPE TRN SVCE MGR - SHEFFIELD	THAW	NSM OBN/FTW/MLG CREWS
TEAH	TPE TRN SVCE MGR - HULL	THAX	SCR LEAF FALL NEUTRAL ZONE

**APPENDIX B19**  
**Responsible Manager Codes**

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THAY	SCR - YOKER DRIVERS	THEM	METOC (CONTROL)
THAZ	CREWS ON HIRE TO SCOTRAIL	THEN	METOC NORTHERN ADHESION
THBA	GNER RM SOUTH (KGX)	THER	METOC NTH T/C RESOURCES
THBB	GNER RM CENTRAL (LDS)	THES	METOC WIRRAL T/C RESOURCES
THBC	GNER RM NORTH (NCL)	THEW	METOC WIRRAL ADHESION
THBD	GNER RM SCOTLAND	THF1	VWC OPS EUSTON
THBE	GNER SBM KINGS CROSS	THF2	VWC OPS WOLVERHAMPTON
THBF	GNER SBM LEEDS	THF3	VWC OPS PRESTON
THBG	GNER SBM NEWCASTLE	THF4	VWC OPS MANCHESTER
THBH	GNER SBM SCOTLAND	THF5	VWC OPS LIVERPOOL
THBI	GNER RG KINGS CROSS	THF6	VWC OPS POLMADIE
THBJ	GNER RG LEEDS	THF7	VWC OPS HOLYHEAD
THBK	GNER RG NEWCASTLE	THF8	VWC OPS SALTLEY
THBL	GNER RG EDINBURGH	THFA	VWC OPS DEFAULT
THBM	ON TRAIN-10	THFN	VWC TRAIN MANAGERS GLASGOW
THBN	GNER CONTROL	THFO	VWC OPS CONTROL MANAGER
THBO	GNER SUBTHRESHOLD DELAYS	THFP	VWC OPS PRODUCTION
THBP	GNER PLANNING UNIT	THFQ	VWC OPS COMMERCIAL
THBQ	GNER HQ INST./DIRECTIVE/INVEST	THFR	VWC OPS ROSTERING PRESTON
THBR	GNER HQ RETAIL/COMM ACTIVITY	THFS	VWC TRAIN MANAGERS HOLYHEAD
THBS	GNER DRIVER MGR SOUTH	THFT	VWC OPS LEAF FALL
THBT	GNER DRIVER MGR NORTH	THFU	VWC TRAIN MANAGERS EUSTON
THBZ	GNER DEFAULT ON-TRAIN/TOC	THFV	VWC TRAIN MANAGERS WOLVES
THCD	ARRIVA TRAINS NTH DRIVER MNGR	THFW	VWC TRAIN MANAGERS PRESTON
THCP	ARRIVA TRNS NTH PRODUCTION MNG	THFX	VWC TRAIN MANAGERS MANCHESTER
THCT	ARRIVA TRAINS NTH TRAINS MNGR	THFY	VWC TRAIN MANAGERS LIVERPOOL
THDA	NWT (DEF)	THGA	CENTRAL TRAINS LTD
THDB	NWT (BARROW)	THGB	CEN BIRMINGHAM NEW ST DEPOT
THDC	NWT (WIGAN W)	THGC	CEN CAMBRIDGE DEPOT
THDD	NWT (MIA)	THGE	CEN LEICESTER DEPOT
THDE	NWT TPE (OTHER REACTION)	THGG	CEN CONTROL OFFICE
THDF	NWT (WORKINGTON)	THGH	CEN PLANNING DEPT
THDG	NWT (BLACKPOOL)	THGJ	CEN STOURBRIDGE DEPOT
THDH	NWT (MAN VIC)	THGL	CEN LINCOLN DEPOT
THDI	NWT (MAN PICC)	THGM	CEN LEAMINGTON DEPOT
THDJ	NWT (BUXTON)	THGN	CEN NOTTINGHAM EASTCROFT DEPOT
THDK	NWT (LIVERPOOL)	THGO	CEN NORWICH DEPOT
THDL	NWT (CHESTER)	THGP	CEN PERF SECTION USE ONLY
THDM	NWT (SPCL EVENT NOT RESOURCED)	THGQ	CEN SHREWSBURY DEPOT
THDP	NWT (ADHESION)	THGS	CEN SNOW HILL DEPOT
THDV	NWT EXT (TAXIS)	THGT	CEN WORCESTER DEPOT
THDW	NWT EXT (COACHES)	THGU	CEN PERF SECTION USE ONLY 2
THDX	NWT TRAIN PLANNING	THGW	CEN WOLVES DEPOT
THDY	NWT CONNECTIONS	THGY	CEN COVENTRY DEPOT
THDZ	NWT (CONTROL)	THGZ	CEN BOSTON DEPOT
THEA	METOC DVR MGR NTH	THH0	VXC TRAIN MANAGER BRISTOL
THEB	METOC DVR MGR WIRRAL	THH1	VXC TRAIN MANAGER LEEDS
THEC	METOC NTH SHUNT	THH2	VXC TRAIN MANAGER EDINBURGH
THED	METOC WIRRAL SHUNT	THH3	VXC TRAIN MANAGER NEWCASTLE

**APPENDIX B20**  
**Responsible Manager Codes**

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THH4	VXC TRAIN MANAGER GLASGOW	THIR	MML ON TRAIN - ST.PANCRAS
THH5	VXC TRAIN MANAGER MANCHESTER	THIS	MML ON TRAIN - NOTTINGHAM
THH6	VXC TRAIN MANAGER BIRMINGHAM	THIT	MML ON TRAIN - DERBY
THH7	VXC TRAIN MANAGER PRESTON	THIU	MML ON TRAIN - SHEFFIELD
THH8	VXC TRAIN MANAGER BOURNEMOUTH	THIV	MML ON TRAIN - ROSTERING
THH9	VXC TRAIN MANAGER BRIGHTON	THIW	MML CONTROL
THHA	VXC TRAIN MANAGER PLYMOUTH	THIX	MML PLANNING
THHB	VXC OPS BRISTOL	THIY	MML OTHER
THHC	VXC OPS LEEDS	THJA	FGW COMPANY GENERAL
THHD	VXC OPS DERBY	THJB	FGW BRISTOL TRAIN MNGR DEPOT
THHE	VXC OPS EDINBURGH	THJC	FGW PADINGTON TRAIN MNGR DEPOT
THHF	VXC TRAIN MANAGER READING	THJD	FGW OPERATIONS HQ
THHG	VXC LTP TRAINCREW MANAGER	THJE	FGW EXETER TRAIN MANAGER DEPOT
THHH	VXC LEVEL 2	THJF	FGW CARDIFF TRAIN MNGR DEPOT
THHI	VXC NEWCASTLE OPERATIONS	THJJ	FGW PENZANCE TRAIN MNGR DEPOT
THHJ	VXC OPS GLASGOW	THJK	FGW SWANSEA DRIVERS DEPOT
THHK	VXC STP MANAGER	THJL	FGW PADDINGTON DRIVERS DEPOT
THHL	VXC OPS MANCHESTER	THJO	FGW OPERATIONS CENTRE
THHM	VXC OPS MIDLANDS	THJP	FGW PLYMOUTH TRAIN MNGRS DEPOT
THHN	VXC OPS PRESTON	THJQ	FGW OPS BUSINESS PLANNING MNGR
THHO	VXC CONTROL	THJS	FGW SWANSEA TRAIN MNGRS DEPOT
THHP	VXC HQ OPERATIONS	THJT	FGW ADHESION RELATED DELAY
THHQ	VXC COMMERCIAL/MARKETING	THJV	FGW EXETER DRIVERS DEPOT
THHR	VXC OPS BOURNEMOUTH	THJW	FGW BRISTOL DRIVERS DEPOT
THHS	VXC OPS LONDON PADDINGTON	THJX	FGW HIRED IN TRAINCREW
THHT	VXC OPS BRIGHTON	THJY	FGW PLYMOUTH DRIVERS DEPOT
THHU	VXC TRAINCREWS ON HIRE EX TOCS	THJZ	FGW PENXANCE DRIVERS DEPOT
THHV	VXC LEAF FALL	THKA	WESSEX TRAINS MGR NOT DEFINED
THHW	VXC OPS PLYMOUTH	THKB	WESSEX TRAINS BRISTOL T/CREW
THHX	VXC OPERATIONS DEFAULT	THKE	WESSEX TRAINS SDM EXETER
THHY	OPERATION PRINCESS	THKF	WESSEX FRATTON TRAINCREW
THHZ	VXC INDUSTRIAL RELATIONS	THKG	WESSEX GLOUCESTER TRAINCREW
THIA	MML GENERAL	THKH	WESSEX TRAINS HIRED TRAIN CREW
THIB	MML ST.PANCRAS	THKK	WESSEX TRAINS AT SEAT CATERING
THIC	MML WELLINGBOROUGH	THKL	WESSEX LEAF-FALL AGREEMENT
THID	MML KETTERING	THKP	WESSEX TRAINS ACCESS PLANNING
THIE	MML MARKET HARBOROUGH	THKT	WESSEX TRAINS SDM CORNWALL
THIF	MML LEICESTER	THKW	WESSEX WSTBURY/WEYMOUTH/T CREW
THIG	MML DERBY	THKZ	WESSEX TRAINS MISC.
THIH	MML CHESTERFIELD	THL1	ARRIVA TRAIN PLANNING
THII	MML SHEFFIELD	THL2	ARRIVA ROSTERS CARDIFF
THIJ	MML THAMESLINK STATIONS	THL3	ARRIVA COMMERCIAL
THIK	MML CENTRAL STATIONS	THL4	ARRIVA FRASER EAGLE
THIL	MML GNER STATIONS	THL5	ARRIVA LEAF FALL PENDING
THIM	MML OTHER TOCS	THL6	ARRIVA AT SEAT CATERING
THIN	MML MAJOR STATIONS	THL8	ARRIVA PUMPS EDITS
THIO	MML DRIVER - DERBY	THL9	ATW REJECTED IN BUGLE DATABASE
THIP	MML DRIVER - ST.PANCRAS	THLA	ARRIVA CONTROL TO DEFINE
THIQ	MML DRIVER - ROSTERING	THLB	ARRIVA HOLYHEAD TRAINCREW

**APPENDIX B21**  
**Responsible Manager Codes**

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THLD	ARRIVA LLANDUDNO TRAINCREW	THQG	WAGN BIS BASED DRIVER
THLG	ARRIVA CHESTER TRAINCREW	THQH	WAGN CHI BASED DRIVER
THLH	ARRIVA CREWE TRAINCREW	THQS	WAGN SDC
THLI	ARRIVA MANCHESTER TRAINCREW	THQT	WAGN TRAIN PLANNING
THLJ	ARRIVA MACHY/PWLLHELI T/CREW	THRA	GREAT EASTERN TOC
THLK	ARRIVA SHREWSBURY TRAINCREW	THSA	ANGLIA TOC
THLL	W&B BIRMINGHAM N.ST.TRAINCREW	THSB	ANG NORWICH DRIVERS
THLN	ARRIVA CARMARTHEN T/CREW	THSC	ANG DEPOT DRIVERS CROWN POINT
THLT	ARRIVA CDF & SWANSEA T/CREW	THSD	ANG IPSWICH DRIVERS
THLV	ARRIVA VALLEY LINES T/CREW	THSE	ANG LIVERPOOL ST DRIVERS
THLW	ARRIVA WESSEX TRAINCREW	THSF	ANG DRVR ROSTER/DIAGRM ERRORS
THLX	ARRIVA LEVEL 3 DISPUTES	THSG	ANG TRAIN PLANNING ERRORS
THMA	HEATHROW EXPRESS	THSH	ANGLIA CONTROL
THMI	HEX OWNED INFRASTRUCTURE FAULT	THSJ	ANG (SENIOR) CONDUCTOR M/LINE
THNA	FGW LINK WTG CATEGORISATION	THSM	ANG SNR CONDTR LOCAL SERVICES
THNB	FGW LINK DVR MANAGER READING	THSN	SNR CNDTR XLINK INTERMDTE STNS
THNC	FGW LINK DVR MANAGER OXFORD	THTA	C2C SHOEBURYNESS DRIVERS
THND	FGW LINK DVR CONTRACT (CENT)	THTB	C2C SHOEBURYNESS CONDUCTORS
THNE	FGW LINK DVR CONTRACT (CONNEX)	THTC	C2C EAST HAM DRIVERS
THNF	FGW LINK PERF MGR & CONTROL	THTD	C2C EAST HAM CONDUCTORS
THNG	FGW LINK TRAIN PLANNING MGR	THTE	C2C BARKING CONDUCTORS
THNH	FGW LINK BUSINESS MANAGER	THTF	C2C FENCHURCH ST CONDUCTORS
THNI	FGW LINK DVR MANAGER PADD	THTP	C2C PERFORMANCE SECTION
THNX	FGW LINK LEAF-FALL NEUTRAL	THTS	C2C SERVICE CENTRE
THOA	CHILTERN RAILWAY COMPANY	THTT	C2C TRAIN PLANNING UNIT
THP4	DVR BLETCHLEY SLINK CTY	THU1	CSE LTD OPS. DEPOT METRO N.
THP5	DVR NORTHAMPTON SLINK CTY	THU2	CSE LTD OPS. TRAIN TEAM GM
THP6	COND DEPOT BLETCHLEY SLINK CTY	THU3	CSE LTD OPS. TRAIN TEAM TN
THP7	CON DEPOT NORTHAMPTON SLINK CT	THU4	CSE LTD OPS. TRAIN TEAM HS
THP8	CON DEPOT WATFORD SLINK CTY	THU5	CSE LTD OPS. TRAIN TEAM AD
THPA	GENERAL SLINK MET	THU6	CSE LTD OPS. TRAIN TEAM DP
THPF	CON EUSTON SLINK MET	THU7	CSE LTD OPS. TRAIN TEAM FV
THPG	CON GOSPEL OAK SLINK MET	THU8	CSE LTD OPS. TRAIN TEAM RM
THPJ	CON WILLESDEN SLINK MET	THUA	CSE LTD OPS. ASHFORD
THPK	DVR EUSTON SLINK MET	THUB	CSE LTD ROSTERS TN
THPM	TRAIN PLANNING SLINK MET	THUC	CSE LTD OPS. CHARING CROSS
THPO	OPERATION MANAGER SLINK CTY	THUD	CSE LTD OPS. DOVER
THPP	TRAIN PLANNING SLINK CTY	THUE	CSE LTD OPS. DEPOT GM
THPQ	OPERATIONS MANAGER SLINK MET	THUF	CSE LTD OPS. FAVERSHAM
THPS	SDC SLINK CTY	THUG	CSE LTD OPS. GILLINGHAM
THPV	SDC SLINK MET	THUH	CSE LTD OPS. HASTINGS
THPY	DVR WATFORD SLINK MET	THUI	CSE LTD OPS. ROSTERS GM
THPZ	GENERAL SLINK CTY	THUJ	CSE LTD OPS. DEPOT TN
THQA	WEST ANGLIA GREAT NORTHERN TOC	THUK	CSE LTD OPS.GROVE PARK
THQB	WAGN KGX BASED DRIVER	THUL	CSE LTD ROSTERS RM
THQC	WAGN HIT BASED DRIVER	THUM	CSE LTD OPS. DEPOT RM
THQD	WAGN PBO BASED DRIVER	THUN	CSE LTD OPS. SLADE GREEN
THQE	WAGN KLN BASED DRIVER	THUO	CSE LTD OPS. ORPINGTON
THQF	WAGN CBG BASED DRIVER	THUP	CSE LTD OPS. ROSTERS MET S.

**APPENDIX B22**  
**Responsible Manager Codes**

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THUQ	CSE LTD OPS. DEPOT METRO S.	THY6	PORTERBROOK STOCK MOVES
THUR	CSE LTD OPS. RAMSGATE	THY8	CSM WIMBLEDON PARK
THUS	CSE LTD OPS. TRAINING SCHOOL	THY9	SWT - CONTROL
THUT	CSE LTD OPS. TONBRIDGE	THYA	SOUTH WEST TOC
THUU	CSE LTD OPS. ROSTERS MET N.	THYB	DSM BASINGSTOKE
THUV	CSE LTD OPS. VICTORIA	THYC	CSM BASINGSTOKE
THUW	CSE LTD OPS. SHUNTERS GP	THYD	DSM BOURNEMOUTH
THUX	CSE LTD OPS. TRAIN PLANNING	THYE	CSM BOURNEMOUTH
THUY	CSE LTD OPS. SDC	THYF	DSM FARNHAM
THUZ	CSE LTD OPS. GENERIC	THYG	CSM FARNHAM
THVZ	GATWICK EXPRESS	THYH	DSM FRATTON
THW1	SC COND STDS MGR BRIGHTON	THYJ	CSM FRATTON
THW2	SC COND STDS MGR EASTBOURNE	THYK	DSM GUILDFORD
THW3	SC COND STDS MGR BARNHAM	THYL	CSM GUILDFORD
THW4	SC COND STDS MGR VICTORIA	THYM	DSM SALISBURY
THW5	SC COND STDS MGR REDHILL	THYN	CSM SALISBURY
THW6	SC COND STDS MGR SELHURST	THYP	DSM STAINES
THW9	SC GATWICK-RUGBY OPS.	THYQ	CSM STAINES
THWA	SC AOM SOUTH DEPOT OPS	THYR	DSM STRAWBERRY HILL
THWB	SC BARNHAM DRIVERS	THYS	CSM STRAWBERRY HILL
THWC	SC CATERHAM DRIVERS	THYT	DSM WATERLOO
THWD	SC AOM SOUTH ROSTERS	THYU	CSM WATERLOO
THWE	SC EASTBOURNE DRIVERS	THYV	SWT TRAIN PLANNING UNIT
THWF	SC OPS. ROSTERS SURREY/WE	THYW	DSM WEYMOUTH
THWG	SC OPS. DEPOT SURREY/WEAL	THYX	CSM WEYMOUTH
THWH	SC HORSHAM DRIVERS	THYY	DSM WOKING
THWI	SC BRIGHTON DRIVERS	THYZ	CSM WOKING
THWJ	SC AOM NORTH DEPOT OPS	TPAA	W/COAST RLY CO
THWK	SC STREATHAM HILL DEPOT	TPEM	GB RAILFREIGHT MAIL
THWL	SC LONDON BRIDGE DRIVERS	TPFA	HULL TRAINS TOC
THWM	SC EPSOM DRIVERS	TPFB	HULL TRAINS CREW DIAG ERROR
THWN	SC NORWOOD DRIVERS	TPFC	HULL TRAINS TRAIN PLAN ERROR
THWP	SC OPS TRAINING SCHOOL	TPFD	HULL TRAINS CONTROL
THWQ	SC AOM NORTH ROSTERS	TPFE	HULL TRAINS DRIVERS
THWR	SC REDHILL DRIVERS	TPFF	HULL TRAINS CONDUCTORS
THWS	SC SELHURST DRIVERS	TPGA	NEXUS (TYNE & WEAR METRO)
THWT	SC THREE BRIDGES DRIVERS	TPJA	MERLIN RAIL
THWV	SC VICTORIA DRIVERS	TQFA	SANDITE RTNW
THWX	SC TRAIN PLANNING	TQHA	EWS SANDITE- EA ZONE
THWY	SC CONTROL	TRHA	GRANTRAIL YELLOW PLANT
THWZ	SC PERFORMANCE	TRHY	GRANTRAIL YELLOW PLANT
THXA	DSM BEDFORD	TWAP	EWS ROYAL MAIL
THXB	DSM BLACKFRIARS	TWAQ	EWS CHARTER
THXC	DSM BRIGHTON	TXBA	LUL DISTRICT LINE
THXG	THAMESLINK PERFORMANCE MGR	TXCA	LUL BAKERLOO OVER DC LINES
THXZ	THAMESLINK GENERIC	TXEA	LUL DISTRICT
THY2	DSM NORTHAM	VEAN	TPE NTH TRANS PEN. PERF TEAM
THY3	OPS. TRAINING SCHOOL SW	VEAS	TPE STH TRANS PEN. PERF TEAM
THY4	DSM WIMBLEDON PARK	VEAW	TPE N.W. TRANS PEN. PERF TEAM

**APPENDIX B23**  
**Responsible Manager Codes**

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VEAZ	TPE DEFAULT PERFORMANCE TEAM	VHID	MML KETTERING
VEBA	ONE EXCLUDABLE GENERAL	VHIE	MML MARKET HARBOROUGH
VEBB	ONE EXCLUDABLE MAIN-GE OUTER	VHIF	MML LEICESTER
VEBC	ONE EXCLUDABLE RURAL	VHIG	MML DERBY
VEBD	ONE EXCLUDABLE GE INNER-S/VIC	VHIH	MML CHESTERFIELD
VEBE	ONE EXCLUDABLE STANSTED	VHII	MML SHEFFIELD
VEBF	ONE EXCLUDABLE WA INNER	VHIJ	MML THAMESLINK STATIONS
VEBG	ONE EXCLUDABLE WA OUTER	VHIK	MML CENTRAL STATIONS
VGAZ	EUROSTAR (UK) LTD. XTNL.	VHIL	MML GNER STATIONS
VHAS	SCOTRAIL EXTERNAL	VHIM	MML OTHER TOCS
VHBA	GNER ON-TRAIN RELATED EXT ISS	VHIN	MML MAJOR STATIONS
VHBB	GNER STATION RELATED EXT ISS	VHIR	MML ON TRAIN - ST.PANCRAS
VHBC	GNER DEPOT RELATED EXT ISS	VHIS	MML ON TRAIN - NOTTINGHAM
VHBZ	GNER DEFAULT EXTERNAL CODE	VHIT	MML ON TRAIN - DERBY
VHCP	ARRIVA TRAINS NORTHERN	VHIU	MML ON TRAIN - SHEFFIELD
VHDA	NWT	VHIY	MML OTHER
VHEA	METOC NTH	VHJA	FGW PASS CHARTER EXCL
VHEB	METOC WIRRAL	VHKA	WESSEX TRAINS EXTERNAL
VHF9	VWC SECURITY MANAGER	VHL1	ARRIVA NORTH WALES EXTERNAL
VHFA	VWC STATIONS DEFAULT (XTNL)	VHL2	ARRIVA MID WALES EXTERNAL
VHFN	VWC GLASGOW TRAIN MANAGERS	VHL3	ARRIVA SOUTH WALES EXTERNAL
VHFQ	VWC FOOTBALL DELAYS	VHL4	ARRIVA MARCHES EXTERNAL
VHFS	VWC HOLYHEAD TRAIN MANAGERS	VHLA	ARRIVA CONTROL TO DEFINE
VHFT	VWC LEAF FALL (XTNL)	VHLV	ARRIVA VALLEY LINES EXTERNAL
VHFU	VWC EUSTON TRAIN MANAGERS	VHLW	ARRIVA WESSEX EXTERNAL
VHFV	VWC WOLVES TRAIN MANAGES	VHMA	HEATHROW EXPRESS
VHFW	VWC PRESTON TRAIN MANAGERS	VHNA	FGW LINK EXTERNAL (ON TRAIN)
VHFX	VWC MANCHESTER TRAIN MANAGERS	VHNC	FGW LINK EXTERNAL ABM EAST
VHFY	VWC LIVERPOLL TRAIN MANAGERS	VHNF	FGW LINK VANDAL EXT (ON TRAIN)
VHFZ	VWC EXTERNAL - NOT ON TRAIN	VHNK	FGW LINK VANDAL EXT (STATION)
VHGA	CENTRAL TRAINS LTD	VHOA	CHILTERN RAILWAY COMPANY
VHH0	VXC TRAIN MANAGER BRISTOL	VHP2	RETAIL ACTON AREA SLINK MET
VHH1	VXC TRAIN MANAGER LEEDS	VHP3	RETAIL CAMDEN AREA SLINK MET
VHH2	VXC TRAIN MANAGER EDINBURGH	VHP6	CON DEPOT BLETCHLEY SLINK CTY
VHH3	VXC TRAIN MANAGER NEWCASTLE	VHP7	CON DEPOT NORTHAMPTON SLINK CT
VHH4	VXC TRAIN MANAGER GLASGOW	VHP8	CON DEPOT WATFORD SLINK CTY
VHH5	VXC TRAIN MANAGER MANCHESTER	VHP9	RETAIL DC LINES SLINK MET
VHH6	VXC TRAIN MANAGER BIRMINGHAM	VHPA	GENERAL SLINK MET
VHH7	VXC TRAIN MANAGER PRESTON	VHPE	RETAIL EUSTON SLINK CTY
VHH8	VXC TRAIN MANAGER BOURNEMOUTH	VHPF	CON EUSTON SLINK MET
VHH9	VXC TRAIN MANAGER BRIGHTON	VHPG	CON GOSPEL OAK SLINK MET
VHHA	VXC TRAIN MANAGER PLYMOUTH	VHPH	RETAIL HEMEL SLINK CTY
VHHF	VXC TRAIN MANAGER READING	VHPJ	CON WILLESDEN SLINK MET
VHHQ	VXC FOOTBALL DELAYS	VHPM	RETAIL NORTHAMPTON SLINK CTY
VHHX	VXC EXTERNAL DEFAULT	VHPS	TMD NORTHAMPTON SLINK
VHHZ	VXC INDUSTRIAL REL (XTNL)	VHPT	TMD BLETCHLEY SLINK
VHIA	MML GENERAL	VHPV	TMD WATFORD SLINK
VHIB	MML ST.PANCRAS	VHPW	RETAIL WATFORD SLINK CTY
VHIC	MML WELLINGBOROUGH	VHPZ	GENERAL SLINK CTY

**APPENDIX B24**  
**Responsible Manager Codes**

VHQA	WEST ANGLIA GREAT NORTHERN TOC	VHVZ	GATWICK EXPRESS EXTERNAL
VHQF	WAGN FLEET	VHW1	SC SM LONDON XTNL
VHQG	WAGN REVENUE DEPOT SOUTH	VHW2	SC SM CX XTNL
VHQH	WAGN GSM HERTFORD	VHW3	SC SM VA XTNL
VHQJ	WAGN REVENUE DEPOT NORTH	VHW9	SC GATWICK-RUGBY EXTERNAL
VHQK	WAGN GSM SOUTHL	VHWA	SC TTM BRIGHTON XTNL
VHQL	WAGN GSM LONDON	VHWA	SC SM BN XTNL
VHQM	WAGN REVENUE DEPOT CBG	VHWC	SC SM CHICHESTER XTNL
VHQN	WAGN GSM NORTH	VHWD	SC TTM EBNE XTNL
VHRA	GREAT EASTERN TOC	VHWE	SC SM C/WAY EAST XTNL
VHSA	ANGLIA TOC	VHWF	SC TTM BARNHAM XTNL
VHTA	C2C FENCHURCH ST GSM	VHWF	SC SM ECR XTNL
VHTB	C2C INTERCHANGE GSM	VHWH	SC SM HORSHAM XTNL
VHTC	C2C INNER GSM	VHWJ	SC OTSM SUSSEX XTNL
VHTD	C2C OUTER GSM	VHWK	SC SM SUTTON XTNL
VHTF	C2C FLEET	VHWL	SC SM LEWES XTNL
VHU1	SET SM LBG & CANNON ST XTNL	VHWM	SC TTM WEALD XTNL
VHU2	SET SM CX & W'LOO E XTNL	VHWN	SC OTSM SOUTH LONDON XTNL
VHU3	SET SM VICTORIA XTNL	VHWO	SC SM OXTED XTNL
VHU4	SET SM SITTINGBOURNE XTNL	VHWP	SC SM PURLEY XTNL
VHU5	SET SM FOLKESTONE CENTRAL XTNL	VHWQ	SC TTM SELHURST XTNL
VHU6	SET SM SEVENOAKS XTNL	VHWR	SC SM RH XTNL
VHU7	SET SM TUNBRIDGE WELLS XTNL	VHWS	SC SM S/HILL XTNL
VHUA	SET SM ASHFORD XTNL	VHWT	SC STATION ACCESS MGR XTNL
VHUB	SET SM BECKNHM JN & HNH XTNL	VHWW	SC SM C/WAY WEST XTNL
VHUC	SET SM LADYWELL XTNL	VHWZ	SC XTNL GENERIC
VHUD	SET SM DOVER XTNL	VHXZ	THAMESLINK EXTERNAL
VHUE	CSE LTD TTM FV XTNL	VHY1	CL 442-DEP MGR BOURNEMOUTH
VHUF	SET SM RAMSGATE XTNL	VHY2	DEPOT MANAGER FRATTON
VHUG	SET SM CHATHAM XTNL	VHY3	G.S.M. GUILDFORD
VHUH	SET SM HASTINGS XTNL	VHY5	CL 444 - DEP MGR NORTHAM
VHUI	CSE LTD TTM TN XTNL	VHY6	DEP MGR WIMBLEDON (OTHERS)
VHUJ	SET SM BROMELY STH & SRT XTNL	VHY7	CL 455-DEP MGR WIMBLEDON
VHUK	CSE LTD TTM HS XTNL	VHY8	CSM WIMBLEDON PARK
VHUL	SET SM LEWISHAM & ELTHAM XTNL	VHY9	159/170-DEP MGR SALISBURY
VHUM	SET SM SWANLEY XTNL	VHYA	RETAIL HQ/TO BE ALLOCATED
VHUN	CSE LTD TTM ASHFORD XTNL	VHYB	S.M. WATERLOO
VHUO	SET SM ORP & GRV PK XTNL	VHYC	CSM BASINGSTOKE
VHUP	CSE LTD TTM DOVER XTNL	VHYD	G.S.M. WIMBLEDON
VHUQ	CSE LTD ROSTERS CHATHAM XTNL	VHYE	CSM BOURNEMOUTH
VHUR	CSE LTD TTM RM XTNL	VHYF	S.M. CLAPHAM
VHUS	CSE LTD TTM GM XTNL	VHYG	CSM FARNHAM
VHUT	SET SM TONBRIDGE XTNL	VHYH	G.S.M. ASCOT
VHUU	SET SM DART/GEND/SID XTNL	VHYJ	CSM FRATTON
VHUV	SET SM MAIDSTONE E & W XTNL	VHYK	GSM SOUTHAMPTON
VHUW	SET SM CHARLTON & ERITH XTNL	VHYL	CSM GUILDFORD
VHUX	SET SM FAVERSHAM XTNL	VHYM	G.S.M. PORTSMOUTH
VHUY	SET SM MARGATE XTNL	VHYN	CSM SALISBURY
VHUZ	CSE LTD XTNL GENERIC	VHYO	CL 450 - DEP MGR NORTHAM



**APPENDIX B25**  
**Responsible Manager Codes**

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VHYP	G.S.M. SALISBURY	WQGX	LEICESTER DELIVERY UNIT
VHYQ	CSM STAINES	WQGY	WEST HAMPSTEAD DELIVERY UNIT
VHYR	REVENUE PROTECTION MGR	WQH1	AMEC EA CONTRACT SETTLEMENT
VHYS	CSM STRAWBERRY HILL	WQHM	INFRASTRUCTURE COLCHESTER
VHYT	OTHER TOCS	WQHN	INFRASTRUCTURE SHENFIELD
VHYU	CSM WATERLOO	WQHO	INFRASTRUCTURE NORWICH
VHYV	GSM BOURNEMOUTH	WQHP	INFRASTRUCTURE TOTT HALE
VHYW	G.S.M. WOKING	WQHQ	INFRA W/HORNDON - NLL
VHYX	CSM WEYMOUTH	WQHR	INFRASTRUCTURE ELY
VHYY	G.S.M. RICHMOND	WQHS	INFRA W/HORNDON - THAMESIDE
VHYZ	CSM WOKING	WQL1	SCR STRATHCLYDE STH SERVICES
VPAA	W/COAST RLY CO	WQL2	SCR STRATHCLYDE NTH SERVICES
VPFA	HULL TRAINS PASS CHRTR EXCLUD	WQL3	SCR W.A.S SERVICES
VPGA	NEXUS (TYNE & WEAR METRO)	WQL4	SCR EXPRESS SERVICES
VPJA	MERLIN RAIL	WQL5	SCR EAST COAST SERVICES
VQDA	SANDITE RTGW ZONE	WQL6	SCR NORTHERN SERVICES
VQFA	SANDITE RTNW	WQQA	CTRL INFRASTRUCTURE MANAGER
VQHA	EWS SANDITE EAST ANGLIA ZONE	WQRA	WEST COAST CENTRAL DEPOT
VXBA	LUL DISTRICT LINE	WQRB	LNW SALTLEY DEPOT
VXCA	LUL BAKERLOO OVER DC LINES	WQRC	LNW BANBURY DEPOT
VXEA	LUL DISTRICT	WQRE	LNW WEST COAST SOUTH DEPOT
WLQ3	GENERATED NETWORK	WQRH	LNW LVERPOOL CENTRAL DEPOT
WQC1	INFRASTRUCTURE MGR CLAPHAM	WQRJ	LNW CHESTER DEPOT
WQC2	INFRASTRUCTURE MGR WOKING	WQRK	LNW CREWE DEPOT
WQC3	INFRASTRUCTURE MGR GUILDFORD	WQRL	LNW EDGE HILL DEPOT
WQC4	INFRASTRUCTURE MGR EASTLEIGH	WQRM	LNW MANCHESTER WEST DEPOT
WQC5	INFRASTRUCTURE MGR SALISBURY	WQRO	LNW PRESTON NORTH DEPOT
WQD0	NRW SWINDON DEPOT	WQRP	LNW PRESTON SOUTH DEPOT
WQD2	NRW GLOUCESTER DEPOT	WQRS	LNW MANCHESTER EAST DEPOT
WQD3	NRW LLANELLI DEPOT	WQRT	WEST COAST NORTH DEPOT
WQD6	NRW SHREWSBURY DEPOT	WQRW	LNW WOLVERHAMPTON DEPOT
WQDB	NRW BRISTOL DEPOT	WRAC	BALFOUR BEATTY CMG PWAY WORKS
WQDC	NRW NEWPORT DEPOT	WRAG	BBRML ECML STH STRIKE ACTION
WQDE	NRW EXETER DEPOT	WRAH	BBRML ECML NTH STRIKE ACTION
WQDI	NRW PADDINGTON DEPOT	WRAX	B/BEATTY NW RENEWALS ALL
WQDR	NRW READING DEPOT	WRB6	CARILLION NUNEATON ALLIANCE
WQDX	NRW DIDCOT DEPOT	WRBA	STRCO. SOUTHERN (EAST)
WQDZ	NRW PLYMOUTH DEPOT	WRBC	NETWORK RAIL MTCE SUSSEX
WQGE	DARLINGTON DELIVERY UNIT	WRBD	GTRM IMC NWZ (DO NOT USE)
WQGF	NEWCASTLE DELIVERY UNIT	WRBZ	NWZ CARILLION T/R (PRESTON)
WQGG	HOLBECK DELIVERY UNIT	WRC1	JVS AME KX *DO NOT USE*
WQGH	KNOTTINGLEY DELIVERY UNIT	WRC2	JVS AME PBOROUGH *DO NOT USE*
WQGI	HITCHIN DELIVERY UNIT	WRC3	JVS AME DONCASTER *DO NOT USE*
WQGJ	T.P.W. DELIVERY UNIT	WRC4	JVS AME DARLINGTON *DO NOT USE*
WQGK	LINCOLN DELIVERY UNIT	WRC5	JVS AME NEWCASTLE *DO NOT USE*
WQGL	MARSHGATE DELIVERY UNIT	WRCB	JARVIS LPL CREWE AREA
WQGU	HITCHIN DELIVERY UNIT	WRCC	JARVIS CENTRAL : NTH.WEST
WQGV	DARLINGTON CNE DELIVERY UNIT	WRCG	JARVIS CHR-NWALES
WQGW	DERBY DELIVERY UNIT	WRCM	JARVIS MERSEY

**APPENDIX B26**  
**Responsible Manager Codes**

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WRCN	JVS CENT NTH.EAST *DO NOT USE*	WRS5	NETWORK RAIL MTCE NOTTINGHAM
WRCS	JVS CENT:STH.EAST *DO NOT USE*	WRS6	NETWORK RAIL MTCE DERBY
WRCW	JVS SOUTH WEST *DO NOT USE*	WRS7	NETWORK RAIL MTCE ROBIN HOOD
WRCZ	NWZ JARVIS T/REN (LPL - N/WAL)	WVFG	OWEN WILLIAMS SEC LNER
WRD1	FE SCR STR'CLYDE STH SERVICES	WVFH	OWEN WILLIAMS SEC EAR
WRD2	FE SCR STR'CLYDE NTH SERVICES	XQBV	RD SUSSEX
WRD3	FE SCR W.A.S. SERVICES	XQCA	RD KENT
WRD4	FE SCR EXPRESS SERVICES	XQCB	SIG MAN WEST SUSSEX XTNL
WRD5	FE SCR EAST COAST SERVICES	XQCD	SIG MAN NORTH KENT XTNL
WRD6	FE SCR NORTH SERVICES	XQCE	SIG MAN ELEIGH XTNL
WRDA	FENG MANCHESTER	XQCF	SIG MAN FELTHAM XTNL
WRDB	FENG MANCHESTER	XQCG	SIG MAN WOKING XTNL
WRDC	FENG SCOTLAND CENTRAL	XQCH	SIG MAN HASTINGS XTNL
WRDE	FENG SCOTLAND EAST	XQCI	SIG MAN ASHFORD XTNL
WRDN	FENG SCOTLAND NORTH	XQCK	SIG MAN EAST KENT XTNL
WRDS	FENG SCOTLAND SOUTH WEST	XQCL	SIG MAN LONDON BDG XTNL
WRDW	FENG SCOTLAND WEST	XQCM	SIG MAN WATERLOO 'A' XTNL
WRDY	FE TRD NON-SCOTLAND ZONE	XQCN	SIG MAN MID KENT XTNL
WRDZ	NWZ FENG T/REN (MANCR)	XQCP	SIG MAN SOUTH DOWNS XTNL
WRF1	BBRM - GE RIM	XQCQ	SIG MAN EAST SUSSEX XTNL
WRF2	BBRM AME - COLCHESTER DEPOT	XQCR	SIG MAN NORTH DOWNS XTNL
WRF3	BBRM AME - SHENFIELD DEPOT	XQCS	SIG MAN SALISBURY XTNL
WRF4	BBRM AME - NORWICH DEPOT	XQCT	SIG MAN THREE BDGS XTNL
WRF5	BBRM - GE OUTERS	XQCU	SIG MAN VICTORIA C XTNL
WRFL	BBRM KENT RT1A EXTENDED XTNL	XQCW	RD WESSEX
WRFW	BALFOUR BEATTY WESSEX XTNL	XQCX	SIG MAN BOURNEMOUTH XTNL
WRG1	AMEC - WA RIM	XQCY	SIG MAN VICTORIA E XTNL
WRG2	AMEC - NLL RIM	XQD0	NR SWINDON DEPOT
WRG3	AMEC - WEST ANGLIA OUTERS	XQD2	NR GLOUCESTER DEPOT
WRG4	AMEC - C2C ROUTE	XQD3	NR LLANELLI DEPOT
WRGC	AMEC RAIL LTD. SX XTNL	XQD6	NR SHREWSBURY DEPOT
WRHA	GRANTRAIL EA ZONE	XQDB	NR BRISTOL DEPOT
WRHW	GRANT RAIL WEST COAST	XQDC	NR NEWPORT DEPOT
WRJP	JARVIS R RTMZ PLAIN LINE CONT	XQDE	NR EXETER DEPOT
WRJX	JARVIS - ROUTE BLOCKADES	XQDI	NR PADDINGTON DEPOT
WRKA	CENTRAC TRU - EAST ANGLIA	XQDR	NR READING DEPOT
WRKB	CENTRACK NW BRI	XQDX	NR DIDCOT DEPOT
WRKM	CENTRACK TRU RTMZ MKT TESTING	XQDZ	NR PLYMOUTH DEPOT
WRKN	CENTRACK NW P&C	XQG3	GENERATED NETWORK
WRKR	CENTRACK S&C CONTRACT	XQGE	DARLINGTON DELIVERY UNIT
WRLB	JARVIS/FASTLINE NW BRI	XQGF	NEWCASTLE DELIVERY UNIT
WRLP	FASTLINE (DO NOT USE)	XQGG	HOLBECK DELIVERY UNIT
WRMA	TRC SCOTLAND WORKING ON LNEZ	XQGH	KNOTTINGLEY DELIVERY UNIT
WRML	JARVIS SCOTLAND ZONE	XQGI	PETERBOROUGH DELIVERY UNIT
WRPE	STRCO.SOUTHERN XTNL E	XQGJ	T.P.W DELIVERY UNIT
WRPZ	SOUTH WESTERN TRU	XQGK	LINCOLN DELIVERY UNIT
WRQA	CARILLION CTRL EXCL INCIDENTS	XQGL	MARSHGATE DELIVERY UNIT
WRS3	NETWORK RAIL MTCE BEDFORD	XQGU	HITCHIN DELIVERY UNIT
WRS4	NETWORK RAIL MTCE LEICESTER	XQGV	DARLINGTON CNE DELIVERY UNIT

**APPENDIX B27**  
**Responsible Manager Codes**

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XQGW	DERBY DELIVERY UNIT	ZQDE	GM WEST COUNTRY EXETER
XQGX	LEICESTER DELIVERY UNIT	ZQDR	GM THAMES VALLEY
XQGY	WEST HAMPSTEAD DELIVERY UNIT	ZQFL	RTNW LPL&NW
XQHM	COLCHESTER DEPOT	ZQFM	RTNW MCR
XQHN	SHENFIELD DEPOT	ZQFN	RTNW MERSEY
XQHO	NORWICH DEPOT	ZQFO	RTNW PRES&CUMB
XQHP	TOTTENHAM HALE DEPOT	ZQFW	GM MANCHESTER (WCMU)
XQHQ	WEST HORNDON DEPOT (NLL)	ZQGT	NORTH EAST ROLL-UP
XQHR	ELY DEPOT	ZQGV	CENTRAL ROLL-UP
XQHS	WEST HORNDON DEPOT (THAMESIDE)	ZQGW	WEST YORKS ROLL-UP
XQL1	SCR STRATHCLYDE SOUTH SERVICES	ZQGX	KINGS CROSS ROLL-UP
XQL2	SCR STRATHCLYDE NORTH SERVICES	ZQGY	DONCASTER ROLL-UP
XQL3	SCR W.A.S. SERVICES	ZQGZ	TYNESIDE ROLL-UP
XQL4	SCR EXPRESS SERVICES	ZQLC	RT SCOT ZZ ROLLUP APM CENTRAL
XQL5	SCR EAST COAST SERVICES	ZQLE	RT SCOT ZZ ROLLUP APM EAST
XQL6	SCR NORTH SERVICES	ZQLN	RT SCOT ZZ ROLLUP APM NORTH
XQLC	RT SCOT APM CENTRAL EXT	ZQLS	RT SCOT ZZ ROLLUP APM SOUTH
XQLE	RT SCOT APM EAST EXT	ZQLW	RT SCOT ZZ ROLLUP APM WEST
XQLN	RT SCOT APM NORTH EXT	ZQMC	RD KENT ROLL-UP DELAYS
XQLS	RT SCOT APM SOUTH EXT	ZQQA	CTRL UNEXP ROLL-UP DELAYS
XQLW	RT SCOT APM WEST EXT		
XQMA	RD KENT		
XQPF	RTNW P/DELIVERY		
XQQA	CTRL EXCLUDED INCIDENTS		
XQQB	CTRL BRIDGE STRIKES		
XQR1	POST 5MPH GM WCML		
XQR2	POST 5MPH GM WEST MIDLANDS		
XQRA	WEST COAST CENTRAL (LNW)		
XQRB	WEST MIDS - SALTLEY (LNW)		
XQRC	WEST MIDS - CHILTERN (LNW)		
XQRE	WEST COAST SOUTH (LNW)		
XQRH	LIVERPOOL CENTRAL (LNW)		
XQRJ	CHESTER (LNW)		
XQRK	CREWE (LNW)		
XQRL	EDGE HILL (LNW)		
XQRM	MANCHESTER WEST (LNW)		
XQRN	WEST COAST NORTH (LNW)		
XQRO	PRESTON NORTH (LNW)		
XQRP	PRESTON SOUTH (LNW)		
XQRS	MANCHESTER EAST (LNW)		
XQRT	STAFFORD/STOKE (LNW)		
XQRU	WEST COAST - DC LINES (LNW)		
XQRW	WOLVERHAMPTON (LNW)		
XQRX	TRESPASS MAJOR STNS NEW STREET		
XQRZ	TRESPASS MAJOR STNS EUSTON		
ZQBC	RD SUSSEX ROLL UP DELAYS		
ZQDA	GREAT WESTERN DEFAULT		
ZQDB	GM WEST COUNTRY BRISTOL		
ZQDC	GM WALES		

