

DELAY ATTRIBUTION PRINCIPLES AND RULES

SUPPLEMENTARY INFORMATION

The content from this point forward is supplementary to the
Delay Attribution Principles and Rules

Delay Attribution Board Members and Representation

Franchised Passenger Class Band 1		DAB Representative
Govia Thameslink Railway Abellio ScotRail West Coast Trains		Lee Latham
Franchised Passenger Class Band 2		
Abellio Greater Anglia CrossCountry Trains First Greater Western	West Midlands Trains South Western Railway Virgin Trains East Coast Main Line	Jim Pepper
Franchised Passenger Class Band 3		
Arriva Rail London Arriva Rail Northern Arriva Trains Wales Chiltern Railway Company East Midlands Trains First TransPennine Express	London & South Eastern Railway Merseyrail Electrics MTR Crossrail NXET Trains Serco Caledonian Sleepers	Alistair Rutter
Non-Franchised Passenger Class		
DB Regio Tyne and Wear East Coast Trains Eurostar International Grand Central Railway Company Heathrow Express	Hull Trains Company Locomotive Services Limited North Yorkshire Moors Railway Rail Express Systems West Coast Railway Company	Jonathan Seagar
Non-Passenger Class companies - Band 1		
DB Cargo Freightliner		Nigel Oatway (Deputy Chair)
Non-Passenger Class companies - Band 2		
COLAS Rail Ltd Devon and Cornwall Railways Direct Rail Services Freightliner Heavy Haul GB Railfreight	Harsco Rail Rail Operations Group RVEL Victa Railfreight Locomotive Services Ltd	Neil Dodd
Network Rail		Alex Kenney Andrew Rowe Andriana Shiakallis John Thomlinson Carew Satchwell Darran Broderick
Non-Voting Members	Chairman: Richard Morris Secretary: Mark Southon	

TRAIN OPERATING COMPANY AND NETWORK RAIL BUSINESS CODES

Operating Company	Business Code	Operating Company	Business Code
Abellio Greater Anglia	EB	Govia Thameslink Railway	ET
Abellio Scotrail	HA	Grand Central Trains	EC
Amey Infrastructure Services	RE	Harsco Rail	RT
Arriva Rail London	EK	Heathrow Connect	EE
Arriva Rail Northern	ED	Heathrow Express	HM
Arriva Trains Wales	HL	Island Lines	HZ
Balfour Beatty Rail Plant	RZ	Locomotive Services Limited	LS
NXET (C2C)	HT	LUL Bakerloo Line	XC
Caledonian Sleeper	ES	LUL District Line – Wimbledon	XB
Chiltern Railway	HO	LUL District Line – Richmond	XE
Colas Rail	RG	Merseyrail	HE
Cross Country Trains	EH	MTR Crossrail	EX
DB Regio Tyne and Wear Metro	PG	North Yorkshire Moors Railway	PR
DB Cargo	WA	Rail Express Systems	WA
Devon and Cornwall Railway	EN	SB(Swietelsky Babcock)Rail	RD
Direct Rail Services	XH	Serco Rail Maintenance	RS
East Midlands Trains	EM	South Western Railway	HY
Eurostar International	GA	Southeastern	HU
Great Western Railway	EF	Victa Rail freight	PV
First Hull Trains	PF	Virgin Trains East Coast	HB
First Transpennine Express	EA	Virgin Trains West Coast	HF
Freightliner Heavy Haul	DB	Volker Rail	RH
Freightliner Intermodal	DB	West Coast Railway Company	PA
GB Railfreight	PE	West Midlands Trains	EJ
Network Rail – Route Business Codes			
Network Rail Route	Business Code	Network Rail Route	Business Code
Anglia	QH	South East (Kent/Sussex)	QM/QB
London North Eastern	QG	Wales	QW
London North Western	QR	Wessex	QC
Scotland	QL	Western	QD

Delay Attribution Board Process and Guidance Documents

PGD1 – PRIME Cause definition / Examples

This Process Guide formally defines the term 'Prime Cause' (as added to the April 2016 DAG) It is supported with examples of application by a number of real life scenarios that should be used for briefing or referencing.

PGD2 – Reactionary Delay Attribution Examples

This Process Guide contains explanations on how to allocate reactionary delays being a critical element of the attribution process. They are demonstrated with worked examples for what are considered the most common scenarios.

PGD3 – Y code application

This Guide was derived from the brief that supported the Y code changes for the April 2015 DAG. It contains descriptions of all the Y codes with examples of usage and diagrams to aid understanding.

PGD4 – Dispute and Resolution Process Guide

This Guidance Process was designed for Operators and Network Rail Routes covering disputes and resolution principles to enable timely and appropriate disputes and resolution.

PGD5 – Delay Management TIN reattribution process

This Process Guide was designed for the reattribution of Management TINs including appropriate actions and timescales. It sets out there needs to be a common understanding of communication requirements between parties in relation to the occurrence and subsequent reattributions.

PGD6 – Joint Responsibility

This Guidance Document sets out what does and doesn't constitute Joint Responsibility and provides a reference table and flow diagram for the attribution of individual trains when joint responsibility criteria has been determined. Additionally it sets out some common examples of when Joint Responsibility does and doesn't apply to aid understanding.

PGD7 – Holding Code

This guidance document sets out the appropriate use and processes to be applied by all Parties when considering an incident for Holding Code status. It prescribes what scenarios should and shouldn't be considered for a Holding Code and covers the process to follow should a Holding Code be agreed.

PGD8 – Delay Allocation Entering and Leaving the network

This guidance document covers various scenarios, in diagrammatic form, of delays caused to trains waiting to enter or leave the Network Rail network.

PGD9 – Delay Allocation Managing Freight Services

This guidance document covers various scenarios of freight trains retimed / rescheduled under the Managing Freight Services during Disruption (MFSdD) Control instructions and the attribution of any subsequent delays incurred.

PGD10 – Permissive Working

This guidance document covers various scenarios relating to the process of 'calling-on' at stations and the relevant responsibility of each scenario. It particularly covers the principle that station staff communication with the Signaller is seen as acting as an agent to Network Rail in the same vein that a member of platform staff dispatching another TOCs service is applied.

PGD11 – Queue of Trains

This guidance document sets out examples to improve understanding of the allocation of delays for trains in a stationary (and subsequently moving) queue of trains.

PGD12 – Uninvestigated and Unexplained

This guidance document supports the previous amendments to the Z Codes (reclassification of ZW, ZX, ZY and ZZ and introduction of ZS and ZU) as well as the two new Delay Codes R8 and T8.

It sets out the appropriate use of these Delay Codes, supported by process guidance in relation to the investigation and resolution of delays deemed unexplained or un-investigated.

PGD13 - Fatalities

This guidance document supports and builds on PGD6 and specifically covers fatalities being an area cited by Industry as in most need of improved guidance supported with flow diagrams and further example incidents specific to fatalities.

PGD14 – Asset Failures On – Off network

This guidance document sets out the principles to apply for asset failures that occur either side of the network boundary and the effect they have on other assets, the network or the of network location. It reiterates the principles of attribution being to either Network Rail ‘as operator of the network’ or Operators ‘as operator of trains.

PGD15 – TRUST Accuracy and Anomalies

This guidance document sets out circumstances where TRUST accuracy may be highlighted and the appropriate processes that should be applied to firstly confirm the issue but most importantly when and how to correct any such anomaly.

PGD16 – Stock Swap Scenarios Attribution

This guidance document covers various scenarios relating to the process of stock swaps and the relevant responsibility of each scenario. It particularly covers the principle that Network Rail is responsible for the operation of the network and thus should manage any such requests to amend the train plan.

PGD17 – Investigation Templates

This Process Guide has been developed to provide suitable guidance as to the co-ordination of investigations and information that is deemed required for three main incident types; namely:

- Fires believed to be caused by trains.
- Train failures believed to be caused by object strikes (and similar damage related incidents)
- Pantograph Damage / Automatic Dropper Device Activations (and similar OHLE interface scenarios)

This document is purely aimed at assisting the investigations in terms of information provision and is not intended to be an attribution or resolution guidance document.

ALL THE PROCESS AND GUIDANCE DOCUMENTS CAN BE FOUND ON THE DAB WEBSITE

<http://www.delayattributionboard.co.uk/DAB%20Process%20and%20Guidance%20documents.html>

DELAY ATTRIBUTION PRINCIPLES AND RULES APRIL 2018 INDEX

Subject	Clause	Specific Codes
3rd rail becoming displaced	R1.3.e	I1
3rd rail failure or defect	O1.11	I1
3rd rail obstruction reason unknown	O1.11	I2
3rd rail shoe beam faults on passenger trains	G1.2.a	M1
3rd rail switches,breakers,feeders or irregularities	O1.11	I4
3rd rail trips vegetation	O1.11	JP
ABS brake and Brake system faults including wheel flats on train	G1.2.h	MN
Absolute block failure	Si	IG
AC/DC trip when cause not known	O4.2.b	I2
Acceptance yard/siding (reactionary)	H2.2.e	Y*
Acceptance yard/siding early running off network (PGD8)	H2.2.d	OB
Acceptance yard/siding include adjacent off network incident (PGD8)	H2.2.b	A*/F*/M*
Acceptance yard/siding Network Rail infrastructure defect	H2.2.a	I*/J*/X*
Acceptance yard/siding no information provided	H2.2.c	AA
Accepted design limitations (ADL) operational constraints	O1.15	
ACI GSM-R ARS incorrect Rep No or berth	G5.2.l	OH
ADD activations on passenger trains (PGD17)	G1.2.a	M1
ADD Automatic dropper device no fault found (train operator) (PDG17)	R3.5	M1
ADD Automatic dropper device on OHLE electric traction. (PGD17)	O4.2.e	M1
Adhesion autumn leaf fall reactionary delays additional guidance	F1.8	
Adhesion contamination of railhead after spillage from train	F1.7.3.b	M*
Adhesion equipment failure, on train during autumn	F1.7.2.a	M*
Adhesion not autumn grease from flanger or railhead needs cleaning	F1.7.3.a	IZ
Adhesion problems due to leaf fall contamination during autumn	F1.7.1.d	QH
Adjusting loaded wagons,loading incident or open door	Sa	AG
ADL box instructions signaller unable to mitigate	O1.15.d	I*/J*
ADL causes an infrastructure failure	O1.15.a	I*/J*
ADL causes no failure but still causes delay for further investigation	O1.15.b	
ADL in box instructions signaller can mitigate	O1.15.c	OC
ADL is not included in box instructions	O1.15.e	I*/J*
ADL train schedule not taken into consideration	O1.15.f	QA/QM
Air conditioning technical faults above solebar on a passenger train	G1.2.d	M8
Air systems technical faults below solebar on a passenger train	G1.2.e	MD
Airport emergency rail network closed	R1.3.w	XZ
Animal behaviour damage due to chronic repeated infestation	Q1.1	I*/J*
Animal damage to infrastructure after removal requires work	Q1.3	I*/J*
Animal damage to infrastructure removal rectifies without work	Q1.2	X8
Animal incursion not safety of line subsequent trains	Q1.8.1.c	OC
Animal incursion reported as safety of the line (Q1.7)	Q1.8.1.a	I8/X8
Animal incursion reported by driver not safety of line.The reporting train	Q1.8.1.b	FC/TG
Animal infestation	Q1.1	I*/J*
Animal strike flow chart	Q1.7	I8/FZ/MB/MQ/V8/VZ/X8
Animal sudden impact the animal not present at failure point	Q1.4	I8
Applicable timetable (ATT) the agreed train plan for the day	C1.5	
ARS controlled areas regulation. Flow chart	K10	
ARS failure	Si	IF
ARS GSM-R ACI incorrect Rep No or berth. Software not schedule	G5.2.l	OH
Assault at a station	N2.y	VA
Assault on passenger	R1.3.i	VB
Asset overwhelmed weather	Q5.9	XT
ATP no fault found train operator	R3.5	M9
ATP or AWS failure with lineside equipment	Si	IJ
ATP train borne safety system faults on passenger trains. Not cab	G1.2.f	MT
Attaching vehicles station operating	Sr	RD
Attribution examples	B6.17	
Attribution guide, the need for	A1	
Automatic reporting SMART berth errors (PGD15)	E3	PT
Autumn actions to mitigation.	F1.4.3	
Autumn adhesion equipment failure on a train	F1.7.2.a	M*
Autumn application of attribution process	F1.3	

Subject	Clause	Specific Codes
Autumn attribution. Joint process Chart 1	F1.6.1	
Autumn cautioning trains when contamination present	F1.7.1.g	QI
Autumn concept of neutral zone	F1.5.1	
Autumn contamination agreed vegetation measures not completed	F1.7.1.e	JP
Autumn contamination but agreed vegetation measures completed	F1.7.1.d	QH
Autumn delays not on jointly agreed neutral zone list.	F1.6	
Autumn failure to operate agreed railhead treatment program (F2)	F1.7.1.a	
Autumn jointly agreed neutral zones	F1.4.1	
Autumn leaf fall reactionary delays additional guidance	F1.8	
Autumn minutes in excess of agreed reasonable time loss in section	F1.7.2.c	FG/TW
Autumn neutral zone incidents, the use of	F1.5.2	
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Autumn railhead conditioning train delays (RHC) including reactionary	F1.7.1.c	OS
Autumn railhead examination failure to carry out after ERHC/LRA	F1.7.1.f	QI See 4.3.1.6.1/ 6.3
Autumn railhead manual treatment (F2)	F1.7.4	
Autumn railhead treatment not applied at planned locations	F1.7.1.f	QI
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Autumn reasonable level of time loss neutral zone	F1.4.2	
Autumn review of neutral zone	F1.4.4	TT
Autumn setting up neutral zone incidents.	F1.5.1	
Autumn SPAD or station overshoot at ERHC published site	F1.7.2.b	FP/TG
Autumn special working for leaf fall track circuit operation	F1.7.1.h	QJ
AWS no fault found train operator	R3.5	M9
AWS or ATP failure with lineside equipment	Si	IJ
AWS train borne safety system faults on passenger trains. Not cab	G1.2.f	MT
Balise activated train borne systems on passenger trains	G1.2.k	NA
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Barrow crossing failure	Si	ID
Basis of attribution	C1	
Batteries technical faults below solebar on passenger trains	G1.2.e	MD
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Berth errors automatic reporting SMART (PGD15)	E3	PT
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Bicycles loading,unloading.Reserved presented late or not reserved	N2.I	RR/RS
Birds strike including definition of size relating to pheasant	Q1.6	M*/I8/FZ/VZ/V8/X8
Blanket speed restriction for extreme heat, wind per group standards	Q5.4.f	X4
Block failure	Si	IG
Blown fuse 110v or 650v	O1.5	IH
Boards defective or blown down	O3	IQ
Booked train crew not available service recovery (reactionary)	M3.1.j	YN
Booking on duty train crew	J2.1/2	FE/TG/TH
Box instructions ADL is not included	O1.15.e	I*/J*
Box instructions ADL signaller can mitigate	O1.15.c	OC
Box instructions ADL signaller unable to mitigate	O1.15.d	I*/J*
Brake and brake system faults including wheel flats on a train	G1.2.h	MN
Brake tests running due to weather	Q5.12.e	MW/VW
Branches overhead striking not due to weather	F1.7.1.b	JP
Breached sea defence not weather	O1.2.i	IV
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Bridge strikes rail vehicle (P1/P2)	Q2.1	
Bridges structural	O1.2.g	JD
Broken rail originally reported as a track circuit failure (TCF)	O1.3.a	IR
Broken windows technical faults above solebar on a train not external	G1.2.d	M8
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Buildings encroaching NR infrastructure not weather or vandalism.	Sx	XO
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Cab heaters technical faults above solebar on a passenger train	G1.2.d	M8

Subject	Clause	Specific Codes
Cab secure radio (CSR) no fault found train operator	R3.5	M9
Cab secure radio (CSR) off train legacy telecom equipment failures	O1.8	I0
Cab secure radio (CSR) train borne safety system within the cab	G1.2.b	M0
Cable failure due to vandalism	O1.2.b	XB/XR
Cable fault	O1.5	IA/IB/IC/IE/IH/II/XK/X4
Cable vandalism or theft	Q4.1.a	XR
Cancellation of a duplicate or erroneous schedule	Sp	PJ
Cancelled at train operators request passenger services	St	TB
Cancelled due to planned engineering work	L1.5	PE
Cancelled freight including planned not to run or no specific reason	I3	FL
Categories of TRUST delay code and their default attribution	C2	
Catering loading supplies	St	T4
Catering staff including trolleys	N2.d	TK
Cautioning of trains when contamination present during autumn	F1.7.1.g	QI
Change of aspects (COA) with no apparent cause	R2.4.f	IA
Channel tunnel international locomotive failure,defect or attention	Sm	MF
Channel tunnel late ex Europe freight or passenger	Sf/t	FN/TN
Close Door(CD)/right away (RA) defect	N2.ah	IA
Close Door(CD)/right away (RA) defect operator mitigation not made	N2.ai	R1
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Close Door(CD)/right away(RA)sun on equipment mitigation in place	N2.aj	XU
Coaching stock delays on passenger trains	G1.2.n	ML
Coaching stock on a freight train fault	G1.3.c	ML
Cold weather severe operating restrictions	Q5.12	
Cold weather severe passenger charter excludable	Q5.1	V*/X*
Commencement board for TSR/ESR defective or down	O3	IQ
Commercial agreement with no substantive delay reason	Sq	QT
Communication cord or emergency train alarm pulled	Sv	VH
Communication links between telecoms or signalling equipment	O1.6	IK
Concentrator System (CON) signalbox	O1.7	IK
Concert passengers joining or alighting. Special event	N2.j	R7
Condition of bridge temporary speed restriction (COB TSR)	O2.4.g/h	JD/PB
Condition of track temporary speed restriction (COT TSR)	O2.4.e/f	JS/PB
Conductor,senior conductor,train manager or train guard	St	TH
Congestion yard or terminal off network	Sa	AE
Connections from other transport modes	M3.1.i	RM/T3
Connections not authorised (M3.1.f)	N2.h	RI
Connections TOC authorised but outside policy (M3.1.i)	N2.g	RK/TM
Connections within policy (FOC) hourly frequency or less (M3.1.h)	N2.f	YL
Connections within policy (FOC) more frequently than hourly	N2.f	OW
Connections within policy (not FOC) (M3.1.h)	N2.e	YL
Contamination of railhead after spillage from train	F1.7.3.b	M*
Contamination present agreed autumn vegetation measure completed	F1.7.1.d	QH
Contamination present cautioning of trains during autumn	F1.7.1.g	QI
Context of the principles and rules	A2	
Contingency plans and service recovery	M1	
Contractual exclusion	Sp	PZ
Control freight Operating Company (FOC) directive	Sf	FZ
Control Network Rail decision or directive	So	OD
Control permissive working train longer than plan no advise (PGD10)	K8.a	OC/OD/OZ
Control systems faults excluding track or driver based	G1.2.i	MY
Control train operating company (TOC) directive	St	TR
Coupler and coupler system faults excluding track or driver based	G1.2.i	MY
Coupler no fault found after failure to couple train operator	R3.5	M*
Cover safety speed for track patrol unless published TSR	P2.19.m	I6
Cracked rail including broken, twisted, buckled or flawed	Si	IR
Crew doors delays associated with faults on doors	G1.2.c	M7
Crime at a station disorder,drunks,assaults,theft,vagrants	N2.y	VA
Critical Rail temperature speeds (CRT) other than buckled rails	Sj	JH
Cross boundary delays for VSTP	B6.16	QN
Cross boundary delays incorrect regulation	B6.15	OB
Cumulative sub threshold delays (D5.2)	E4.5	

Subject	Clause	Specific Codes
Customer equipment breakdown or reduced capacity,off network	Sa	AH
Customer information system failures (CIS / PIS)	N2.r	RV
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Dangerous goods incident (DGI) or irregularity	R1.3.a	FA
Dangerous goods marshalling	I2.2.a	FA
Dangerous goods overloaded	I1.2.a	FA
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Depot severe weather passenger fleet depot	Q5.4.k	VW
Derived delays sub threshold	B5.4	
Derived power supply failure of traction power supply	O1.5.b	IH
Detaching vehicles station operating	Sr	RD
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Different operator late start. Separate incident	J1.2	
Directive by train operating company	St	TR
Disorder at a station	N2.y	VA
Dispatch incorrect by station staff	Sr	R1
Dispatch train equipment failure Network Rail but not telecoms	Sj	J2
Distribution network operator(DNO)/distribution point electrical supply	O1.5	IA/IB/IC/IE/IH/II/XK/X4
Divert at FOC request. Freight trains	Sf	FK
Divert engineering work planned not timetabled out of ROR/EAS	Sq	QB
Divert from booked route or line delayed by (reactionary)	Sy	YP
Divert planned engineering work not timetabled within ROR/EAS	Sp	PF
Diverted not included contingency plan no route knowledge	M1.b	
Diverted per pre arranged contingency plan,no route knowledge	M1.a	FH/TI
DOO CCTV monitors,mirrors station platforms when NR telecoms	O1.7	IK
DOO monitors when Network Rail maintained	O1.13	IK
Door delays associated with faults on doors & associated systems	G1.2.c	M7
Door open on non passenger train	R1.3.l	FZ
Door open on passenger train	R1.3.k	M*/R*/T*/V*
Doors open freight wagons	I1	AG
Drive train technical faults below solebar on a passenger train	G1.2.e	MD
Driver adhering to company professional driving standards or policy	Sf/t	FG/TW
Driver adhering to company professional driving standards weather	Q5.4.y	VR
Driver freight or passenger operator	Sf/t	FC/TG
Driver GSM-R error including entering wrong registration code	G5.2.f	FC/TG
Driver GSM-R fails to de register radio	G5.2.e	FC/TG
Driver TPWS adhering to company professional driving standards	G6.1.b	TG/TW
Drunks at a station	N2.y	VA
DSD train borne fault safety system within the cab passenger train	G1.2.b	M0
Duplicate delay excess minutes	E1	PJ
Early running and out of path control agreement	K7.c	OD
Early running and out of path result of a known incident	K7.e	Y*
Early running at request of driver or shunter that signaller agrees to	K7.d	OC
Early running regulation error at point of delay	K7.a	OB
Early running regulation not held at prior regulating point	K7.b	OC
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Earthworks temporary speed restriction (TSR)	O2.4.i/j	IV/PB
Electric hauled freight train faults	G1.3.b	MB
Electric technical faults below solebar on a passenger train	G1.2.e	MD
Electric train OHLE ADD	O4.2.e	M1
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Electrical distribution supply chain or board national grid	O1.5	IA/IB/IC/IE/II/IH/XK/X4

Subject	Clause	Specific Codes
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Emergency speed restrictions (ESR) infrastructure problem	O2.4.k	I*/J*
Emergency speed restrictions (ESR) overview	O2	
Emergency speed restrictions (ESR) rolling contact fatigue or GCC	O2.4.m	JS
Emergency speed restrictions (ESR) work not completed	O2.4.c	JG
Emergency train alarm pulled (communication cord)	Sv	VH
Encroaching objects NR infrastructure not weather or vandalism.	Sx	XO
Engineering access statement temporary speed restrictions (TSR)	O2.4.f	
Engineering trains and on track equipment	P1	MV/I5/I7
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Engineering work/divert SLW planned not timetabled out of ROR/EAS	Sq	QB
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Equipment breakdown/reduced capacity customer or yard off network	Sa	AH
ERHC Railhead examination failure to carry out (F1.6)	F1.7.1.f	QI
Erroneous or duplicate schedule cancellation	Sp	PJ
ERTMS or ETCS failure,excluding communications links and Balises	O1.14	J7
ERTMS or ETCS no fault found train operator	R3.5	M*
ERTMS or ETCS Signaller wrong instructions	So	OF
ERTMS,ETCS or ATO train borne system faults	G3.1.a	M2
ERTMS,ETCS or ATOC track mounted Balise faults	G3.1.b	IM
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ETCS incorrect operation by driver	G3.1.f	FI/TS
ETCS incorrect operation by signaller or controller	G3.1.e	OF
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Exceptional loads (RT3973) train schedules	L1.2.f/g	QA/QM/FH/TA
Excess minutes duplicate delay or excess minutes	E2	PJ
Exclude from performance regime or contractually	C2.7/8	P*
Exclusion agreed between Network Rail and train operator	Sp	PL
External causes other responsibility of Network Rail	Sx	XZ
External delay codes passenger charter excludable (C2.6 / Q5.1)	C2.4	V*/X*
External impact incidents animal incursions,strikes and infestations	Q1	I*/J*/X8
External passenger charter excludable criteria due to weather (C2.6)	Q5.1	V*/X*
External passenger other responsibility of TOC	Sv	VZ
External power supply failure at a station	N2.t	VZ
External supplier power failure	O1.2.k	XK
External trees, buildings, objects encroaching NR infrastructure	Sx	XO
Extreme heat or wind,blanket speed per group standards	Q5.4.f	X4
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Failure mode equipment after possession	P2.8	I*/J*
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Failure to mitigate	D4	
Falling from a train onto platform fatality or injuries (PDG13)	Q3.2.c	VC
Falling snow and fog regulations with semaphore signalling	Q5.4.p	X1
False fire alarms.	Q8.1.e-i	AK/OJ/RH/VF/XB
Fatality including struck by train (PGD6/13))	Q3.2	AZ/FZ/VC/XC
Fencing adequately maintained vandalism and theft	Q4.1.b	XB
Fire caused by a traction unit (PGD17)	Q8.1.c	M*
Fire external not prevent passenger access to or from train at station	Q8.1.d	XL
Fire fleet depot	Q8.1.k	MU/VF
Fire flowchart. Identifying attribution of various types of fire and alarms	Q8.8	AK/M*/O*/RH/VF/X*
Fire freight yard,terminal or private yard off network	Q8.1.j	AK
Fire line side on Network Rail infrastructure.	Q8.1.a	I9

Subject	Clause	Specific Codes
Fire Network Rail buildings other than stations not vandal / vandal	Q8.1.h	OV / XV
Fire Network Rail managed stations definition (Q8.1)	Q8.6	
Fire off network the effect of fire cautioning or stopping due to smoke	Q8.7	XK
Fire on freight train	Q8.1.m	MB/MC/ML
Fire on passenger train	Q8.1.l	MD/M8/VF
Fire station buildings or platform affecting FOC trains booked to stop	Q8.1.i	AK
Fire station buildings or platform failed to stop not vandalism	Q8.1.e	RH
Fire station buildings or platform failed to stop vandalism	Q8.1.e	VF
Fire station buildings or platform no train stops passengers not vandal	Q8.1.g	OJ
Fire station buildings or platform no train stops passengers vandalism	Q8.1.g	XB
Fire station buildings or platform regular trains not call not vandalism	Q8.1.f	OJ
Fire station buildings or platform regular trains not call vandalism	Q8.1.f	XB
Fire station false alarms	Q8.1.e	RH/VF
Fish plate defective. Track defect	Si	IS
Flanger grease causing adhesion problems	F1.7.3.a	IZ
Flawed rail	Si	IR
Fleet depot delays (PGD14)	H1	FZ/I*/J*/OB/TZ/YE/X*
Fleet problems weather non severe	Q5.4.d	MW
Fleet problems weather severe	Q5.4.l	VW
Fleet restriction snow or Ice	Q5.12.f	MW/VW
Flooding affecting other forms of transport	Q6.4.b	X2
Flooding burst pipes out of Network Rails control	Q6.4.c	XM
Flooding drainage inadequately maintained, not exceptional weather	Q6.4.a	JK
Flooding due to weather further guidance (Q5.7)	Q6	X2
Flooding flow chart for weather (Q5.6)	Q5.7	
Flooding freight yard off network	Q6.4.e	AZ
Flooding obstructions on line including trees	Q5.4.j	X2
Flooding station access passengers	Q6.4.g	VZ
Flooding station buildings	Q6.4.d	RW
Flooding TOC/FOC restriction directive affecting traction	Q6.4.f	MW
Fog and falling snow regulations, semaphore signalling	Q5.4.p	X1
Fog semaphore signals visibility due to weather (Q5.12.b)	Q5.4.aa	X1
Foot crossing failure	Si	ID
Formal inquiry incident. Possible operator responsibility (R4)	R1	
Formal inquiry including OHLE Incident	O4.2.g	
Forms signaller completion of RT3185/7 trains overlooked	R2.5	OC
Freight adjusting loaded wagons, loading incident or open door	Sa	AG
Freight diesel hauled train faults	G1.3.a	MC
Freight electric hauled train faults	G1.3.b	MB
Freight operating company cause to be specified or marshalling.	Sa	AZ
Freight operator unexplained believed to be due to operator (PGD12)	E2	FO
Freight overweight against the timing load	I1.2.b	FX
Freight planning issue including loco diagram or RT3973 not requested	Sf	FH
Freight terminal or yards or none Network Rail operated Off Network	H3	
Freight train driver	Sf	FC
Freight train held at FOC request Freight train	Sf	FJ
Freight train running at lower than planned classification or overweight	Sf	FX
Freight train wagons or coaches fault	G1.3.c	ML
Frost flow chart weather, delay code guidance (F1.7.3.c)	Q5.9	
Frost or Snow defective point heaters points failure	Si	IP
Frost,snow or ice non severe affecting infrastructure equipment	Si	IW
Frozen couplers mitigation not applied weather affecting the train	G1.2.j	MW
Functional supply points (FSP)	O1.5.b	IH
Fuse blown 110v or 650v	O1.5	IH
Gangway doors delays associated with faults on doors & associated	G1.2.c	M7
Gas,water mains or overhead power lines national grid	Sx	XM
Gauge Corner Cracking (GCC) / RCF emergency speed restriction	O2.4.n	JS
Gearbox technical faults below solebar on a passenger train	G1.2.e	MD
Good practice statement		
GOTCHA No fault found Network Rail or wrong detection	R3.5	IN
Grease, oil or substance on railhead source can not be identified	F1.7.3.d	OZ
Ground frame (GF) telephones	O1.7	IK

Subject	Clause	Specific Codes
GSM-R ARS ACI incorrect Rep No or berth	G5.2.l	OH
GSM-R cab based equipment vandalised	G5.2.h	FZ/VA
GSM-R cab radio software fault	G5.2.p	J0
GSM-R call picked up by wrong mast and wrongly routed	G5.2.g	J0
GSM-R driver error including entering wrong registration code	G5.2.f	FC/TG
GSM-R driver fails to de register radio	G5.2.e	FC/TG
GSM-R fault on Network Rail infrastructure no fault identified	G5.2.c	I0
GSM-R fault on train no fault found.	G5.2.d	M9
GSM-R fault with infrastructure or signalling based equipment	G5.2.a	J0
GSM-R hardware fault on train, cause identified	G5.2.b	M0
GSM-R infrastructure maintenance staff error	G5.2.j	JL
GSM-R infrastructure or signal centre based equipment vandalised	G5.2.i	XB
GSM-R no fault found train operator	R3.5	M*
GSM-R operational system faults and failures. Flow chart	G5.1	TG/FZ/J0/MD/M8/M9
GSM-R REC error from cab by authorised person on network	G4.1.d	FC/TG/TH/TZ
GSM-R REC error from cab by train maintenance staff on network	G4.1.e	MU
GSM-R REC error from cab off network	G4.1.f	MU/FC/TG/TH/TZ
GSM-R REC error from cab off network preventing access to network	G4.1.g	MU
GSM-R REC from cab by unauthorised person no operational event	G4.1.h	FZ/RZ/VA
GSM-R REC initiated by a none TAC party from off network	G4.1.c	XZ
GSM-R REC initiated by Network Rail maintenance staff in error	G4.1.j	JL
GSM-R REC initiated by signaller in error	G4.1.i	OC
GSM-R REC operational event safety reported in good faith.	G4.1.a	
GSM-R REC unable to identify responsible part no technician report	G4.1.b	J0
GSM-R registration failure signaller entering wrong Rep No or TD berth	G5.2.k	OC
GSM-R registration failures, no technical or responsibility identified	G5.2.m	J0
GSM-R signal on train lost no cause identified no other trains affected	G5.2.o	J0
GSM-R technical registration failure	G5.2.m	J0
GSM-R telecommunications equipment in line side equipment room	O1.5.b	IK/J0
GSM-R train borne fault safety system within the cab passenger train	G1.2.b	M0
Guidance on responsibility and coding of delay incidents	D1	
Guidance where no fault found (NFF) technical equipment	R3	
Headlight out or showing wrongly	R2.4.k	FM/TJ
Heat blanket restriction per group standards	Q5.4.f	X4
Heat flow chart weather delay code guidance	Q5.8	
Heat severe affecting infrastructure NR responsibility not for speeds	Sx	XH
Heavy axle weight restrictions (RT3973) (schedules)	L1.2.f/g	FH/QA/QM/TA
High temperature buckled rails	Q5.4.u	IR
High winds flow chart weather	Q5.6	
Hired or commandeered loco/unit failed train recovery	M3.3	
Holding codes pending investigation (PGD7/17)	R4	D*
Horn train borne fault safety system within the cab (passenger)	G1.2.b	M0
Hot axle box (HABD) confirmed activation or positive on train	R1.3.c	MT
Hot axle box (HABD) no fault found (NFF) Network Rail	R3.5	IN
Hot axle box (HABD) no fault found (NFF) or wrong detection (R3)	R1.3.d	IN
Hot axle box (HABD) on board train no fault found train operator	R3.5	
Hot axle box (HABD) train borne safety system faults passenger train	G1.2.f	MT
Ice flow chart weather delay code guidance (F1.7.3.c)	Q5.9	
Ice on OHLE or conductor rail due to failure to run de-icing train	Q5.4.h	OE
Ice on OHLE or conductor rail unless due to failure of de-icing train	Q5.4.g	OG
Ice or water on running railhead (Q5.9)	F1.7.3.c	MP
Ice,snow or frost non severe affecting infrastructure equipment	Si	IW
Icicles hanging from NR infrastructure train damage or severe weather	Q5.4.t	XT
Ill passenger on platform	Sr	RO
Ill passenger on train	Sv	VD
Incident within network yard or terminal causing terminal delays	H4.2.e	
Incidents allocation of minutes and reliability events to an organisation	B6	
Incidents arising out of other access agreements	D3	
Incidents at stations flow chart guidance for the allocation of delays	N11	
Incorrect routing on an agreed diversionary route	K5	OC
Incorrect routing the driver not stopping and taking route.Two incidents	K6	OC and FP/TG
Incorrect train dispatch by station staff	Sr	R1

Subject	Clause	Specific Codes
Index of various scenarios contained in the DAPR	D6	
Industrial action causing un-planned delays.	R1.3.x	
Infestation damage due to repeated chronic animal behaviour	Q1.1	I*/J*
Infrastructure based equipment no fault found Network Rail (R1.3.d)	R3.1	IN
Infrastructure defect Network yard or terminal (H1)	H4.2.a	I*/J*/X*
Infrastructure defect/problem on network affects trains entering network	H1.2.a	I*/J*/X*
Infrastructure defect/problem on network affects trains entering network	H3.3.a	I*/J*/X*
Infrastructure failure accepted design limitations (ADL)	O1.15.a	I*/J*
Infrastructure failure weather equipment outside design	Q5.4.b	X*
Infrastructure failure weather equipment within design	Q5.4.a	I*/J*
Infrastructure off network (PGD14)	O1.2.a	AX/TX
Infrastructure other code IZ when not to be used	O1.18	IZ
Infrastructure privately owned off network	O1.12	AX
Infrastructure staff oversight or error including maintenance staff	Sj	JL
Infrastructure trains arriving or leaving possessions	P2.14	I7
Infrastructure vandalism or theft	Q4	
Injury including fatality stuck by a train (PGD6/13)	Q3	AZ/FZ/VC/XC
Injury sustained when on platform struck or falling from train	Sv	VC
Injury to member of staff	R1.3.j	
Injury to passenger accidental	R1.3.h	M*/R*/T*/V*
Inquiry possible operator responsibility (R4)	R1	
Insulated block or rail joint (IBJ/IRJ) dipped/faulty joint not track fault	O1.3.b	IS
Internal lighting technical faults above solebar on a passenger train	G1.2.d	M8
International channel tunnel locomotive failure defect or attention	Sm	MF
Investigation of a delay not made correctly mis-investigation	E2.4	ON
Investigation pending holding codes (PDG7/17)	R4	D*
Inward booked train crew (reactionary)	Sy	YJ
Inward stock or unit late arrival booked (reactionary)	Sy	YI
Items cause obstruction,include trees not vandal,weather or from train	Sj	JX
Items miscellaneous on OHLE other than vandalism	O4.2.c	I*/X*
IVRS Interactive voice radio system	O1.9	J0
IVRS Interactive voice radio system no fault found. Network Rail	R3.5	IN
Joint incidents at stations (PGD6)	D2.13	
Joint responsibility criteria not applying (PGD6)	D2.12	
Joint responsibility incidents including exceptions (PGD6)	D2	
Joint responsibility vandalism, theft or trespass (PGD6)	Q4.3	
Jointly agreed neutral zones for autumn	F1.4.1	
Key route strategy (KRS) weather snow	Q5.4.m/n	IW/XT
Landslide or landslip	O1.2.i	IV
Late arrival of booked inward stock or unit (reactionary)	Sy	YI
Late arrival of booked train crew (reactionary)	Sy	YJ
Late running possession principal incident causing train to be late	P2.17	
Late running train booked crew service recovery (reactionary)	Sy	YN
Late start different operator	J1.2	
Late start from origin not train crew	J1	
Late start late inwards	J1.1	Y*
Late start mitigation	J1.3	
Late start network yard crew,vehicles,loading or FOC issue	H4.2.b	A*/F*/M*
Late start stock change	J1.5	
Late start train crew (J2)	J1.4	
Leaf fall contamination adhesion problems during autumn	F1.7.1.d	QH
Leaf fall contamination cautioning during autumn	F1.7.1.g	QI
Leaf fall contamination during autumn	O1.3.c	QJ
Leaf fall during autumn	F1	
Leaf fall operation Special working implemented for track circuits	F1.7.1.h	QJ
Leaking wipers weather delays associated with passenger train	G1.2.j	MW
Level crossing failure,barrow,foot crossings, treadles and damage	R1.3.m	ID
Level crossing misuse	R1.3.n	XD
Level crossing road related incidents external	O1.2.c	XD
Level crossing salt from road.	O1.2.f	XN
Level crossing telephones (LCT) (both Network Rail and BT lines)	O1.7	IK
Level Crossings CCTV DOO telecoms cable feed	O1.7	IK

Subject	Clause	Specific Codes
Lift failure at a station including escalators	N2.q	RE
Lightning strike on Network Rail assets no protection	Q5.4.r	J6
Lightning strike on Network Rail assets with protection	Q5.4.s	X3
Lights internal technical faults above solebar on a passenger train	G1.2.d	M8
Line blocking incidents unplanned	M2	
Line blocks and track inspection	P2.9	I6
Line search by Police	Sx	XF
Lineside cable fault signalling	Si	II
Lineside location cabinet	O1.5	IA/IB/IC/IE/II/IH/XK/X4
Lineside telephones	O1.7	IK
Loading excessive luggage	Sr	RT
Loading problems freight not dangerous goods including adjusting	I1	AG
Loading supplies including catering	St	T4
Location cabinet	O1.5	IA/IB/IC/IE/II/IH/XK/X4
Loss in running unexplained (PGD12)	E4	
Lost luggage	Sr	RU
Lost path followed train running less late (reactionary)	Sy	YC
Lost path following another later running train (reactionary)	Sy	YD
Lost path regulated for another late running train (reactionary)	Sy	YB
Lost path regulated for train running less late (reactionary)	Sy	YA
Lower priority train regulation	So	OB
LRA railhead examination failure to carry out (F1.6) autumn	F1.7.1.f	QI
Luggage excessive loading	Sr	RT
Luggage lost	Sr	RU
LUL delays on non Network Rail lines not T&RS	St	TX
LUL passenger charter excludable events	Sv	VX
Maintenance depots for fleet (PGD14)	H1	FZ/I*/J*/OB/TZ/X*/YE
Maintenance of vegetation per standards Network Rail boundaries	F1.7.1.b	JP
Maintenance staff error GSM-R infrastructure staff	G5.2.j	JL
Management freight services during disruption (MFSDD) (PGD9)	L1.7	
Manual treatment of railhead during autumn (F2)	F1.7.4	
Marker light out or showing wrongly	R2.4.k	FM/TJ
Marshalling dangerous goods	I2.2.a	FA
Marshalling incorrect not dangerous goods	I2	AZ
Marshalling late arrival part of train	I2.2.b	YI
Marshalling signaller wrong order or platform	I2.2.c	OC
Masonry encroaching NR infrastructure not weather or vandalism.	Sx	XO
Measuring and recording the cause of delay	B5	
Minutes delay not apparently due to Network Rail (E4)	E2	FO/TO
Miscellaneous items on OHLE other than vandalism	O4.2.c	I*/X*
Misdirected passengers, station staff error	Sr	R5
Mishaps and major safety incidents (R4)	R1	
Mishaps freight	Sf	FZ
Mishaps other infrastructure clause	Si	IZ
Mishaps station operating causes	Sr	RY
Mishaps train operating company cause	St	TY
Misinvestigation of a delay	E2.4	ON
Mistaken report infrastructure categorically proved mistaken report	R2.4.o	J5
Misuse of level crossing	R1.3.n	XD
Mitigation during autumn	F1.4.3	
Mitigation failure to do after reasonable request (D2.10)	D4.2	
Mitigation resource crew/stock conflicts,errors,omission freight	L2.6.d	T*
Mitigation resource crew/stock conflicts,errors,omission passenger	L2.3.d	T*
Mitigation timetable contains conflicts, errors, omissions freight	L2.6.c	OD/QN
Mitigation timetable contains conflicts, errors, omissions passenger	L2.3.c	OD/QN
Multi purpose vehicles (MPV) (RHC)	F2.2	OB/OE/OS/QA/QM/QN
Multiple worksite possessions	P2.12	
National grid including power failures. Distribution Network operator	O1.5	IA/IB/IC/IE/II/IH/XK/X4
Network code	A2.3	
Network delays (B5.3)	O2.3	
Network Rail control decision or directive	So	OD
Network Rail maintenance staff REC GSM-R initiated in error	G4.1.j	JL

Subject	Clause	Specific Codes
Network Rail maintenance/infrastructure staff oversight or error	Sj	JL
Network Rail managed station delays	N4	
Network Rail managed stations (definition). Security alert (Q7.1)	Q7.6	
Network Rail managed stations fire, definition (Q8.1)	Q8.6	
Network Rail manager codes attribution examples	B6.17	
Network Rail manager codes relating to the location of the incident	B6.7	
Network Rail operating cause	So	OZ
Network Rail operating staff issue not signaller or control	So	OK
Network yard late start crew,vehicles,loading or FOC issue	H4.2.b	A*/F*/M*
Network yard or terminal delays entering/leaving incident within (H4)	H2.3	
Network yard or terminal infrastructure defect (H1)	H4.2.a	I*/J*/X*
Network yard or terminal waiting acceptance due to late running	H4.2.c/d	Y*
Neutral zone autumn attribution	F1.4.1	
Neutral zone concept autumn	F1.5.1	
Neutral zone incidents setting up during autumn	F1.5.1	
Neutral zone incidents use of during autumn	F1.5.2	
Neutral zone list during autumn delays not on jointly agreed list	F1.6	
Neutral zone reasonable level of time loss autumn	F1.4.2	
Neutral zone review during autumn	F1.4.4	
No cause ascertainable sub threshold (PGD12)	Sz	ZS
No cause found (No fault found R3)	R2.3	
No cause identified after full investigation	Sz	ZU
No fault found infrastructure based equipment Network Rail (R1.3.d)	R3.1	IN
No fault found safety incident infrastructure public report	R2.4.n	J4
No fault found safety incident Network Rail staff unable to find	R2.4.m	
No fault found technical equipment guidance	R3	
No fault found train borne equipment (train operator)	R3.3	F*/M*/N*/T*
No fault found train borne systems on freight trains (R3)	G1.3.d	M9
No fault found train borne systems on passenger trains (R3)	G1.2.l	M9
Non malicious injury to passenger	N2.b	VD
Non Network Rail lines passenger charter excludable	Sv	VX
Non Network Rail running lines such as LUL (not T&RS)	St	TX
Non severe weather snow,ice or frost affecting infrastructure equipment	Si	IW
Not leaving network by train leaving Network (reactionary)	Sy	YT
NRN no fault found train operator	R3.5	M*
NRN off train or telecom equipment failures legacy communications	O1.8	I0
NRN train borne fault safety system within the cab passenger trains	G1.2.b	M0
Objects encroaching NR infrastructure not weather or vandalism	Sx	XO
Objects placed deliberately on Network Rail infrastructure incl points	Q4.1.b	XB
Objects thrown or fired at trains	Q4.1.b/c	AZ/VB/XB
Objects thrown or fired from trains	Q4.1.f	VB
Objects thrown or fired onto Network Rail from fleet depots	Q4.1.e	MU
Obstruction hit by train,include trees not vandalism,trespass,weather	R2.4.h/i	JX
Obstruction on line due to flooding including trees	Q5.4.j	X2
Obstruction on line due to wind including trees	Q5.4.i	XW
Obstruction safety confirmation of reported obstruction	R2.4.g	JX
OCB OHLE trip cause not known including obstruction	O4.2.b	I2
Off network freight terminals/yards waiting acceptance yard/siding	H2	
Off network GSM-R REC when not registered to track access party	G4.1.c	XZ
Off network infrastructure yards (PGD8)	H3	
Off network not leaving network by train leaving network reactionary	Sy	YT
Off network REC GSM-R error from cab	G4.1.f	FC/TG/MU/TH/TZ
Off network REC GSM-R error from cab preventing access to network	G4.1.g	MU
OHLE ADD Electric traction, automatic dropper device (PGD17)	O4.2.e	M1
OHLE failure including bond or defect	O1.11	I1
OHLE incident subject to formal enquiry	O4.2.g	
OHLE items on, miscellaneous other than vandalism	O4.2.c	I*/X*
OHLE no fault found exhaustive investigation	O4.3	I1
OHLE power reduction	O4.2.d	I4
OHLE switches,breakers,feeders,irregularities	O1.11	I4
OHLE trip cause not known (OCB)	O4.2.b	I2
OHLE trips (OCB) not pantograph or obstruction unknown reason	O1.11	I2

Subject	Clause	Specific Codes
OHLE trips vegetation (OCB)	O1.11	JP
OHLE vandalism	O4.2.f	XB
Oil grease or substance on railhead source can not be identified	F1.7.3.d	OZ
On network REC GSM-R error from cab by authorised person	G4.1.d	FC/TG/TH/TZ
On network REC GSM-R error from cab by train maintenance staff	G4.1.e	MU
On track Machine (OTM) damage in a possession / incorrect use	O1.17	J8
On track Machine (OTM) yellow plant	P1	I5/I7/MV
On track plant (OTM) (yellow plant) fleet problem	G1.3.e	I5/I7/MV
Operating staff oversight, error or absence not signaller or control	So	OK
Operational event safety reported in good faith (GSM-R) (REC)	G4.1.a	
Operational GSM-R railway emergency call (REC)	G4	
Operational GSM-R system faults and failures.Flow chart	G5.1	FZ/J0/MD/M8/M9/TG
Operations staff errors.Network Rail	O1.17	OC/OK
Operator terminals or yards or none Network Rail operated.Off network	H3	
Origin late start not train crew	J1	
Other external causes responsibility of Network Rail	Sx	XZ
Other forms of transport due to weather not meeting external criteria	Q5.2	I*/J*/M*
Other freight operating company cause to be specified	Sa	AZ
Other infrastructure cause	Si	IZ
Other passenger train operating cause	St	TZ
Other station operating causes	Sr	RZ
OTMR train borne fault safety system within the cab passenger train	G1.2.b	M0
Over speed TPWS or train stop intervention against danger signal	G6.1.a	FC/TG
Overcrowding an operators train cancelled or delayed	C1.6	
Overcrowding reactionary other services cancelled	Sy	YX
Overcrowding reactionary short formed train	Sy	YQ
Overhead power lines national grid,gas or water mains	Sx	XM
Overloaded freight (not dangerous goods) including possession	I1	AG
Overruns possession (P2.5)	P2.19.e-h	I5/QM
Overruns possession defect found	P2.19.o	I*/J*
Overruns track patrol	P2.19.n	I6
Overweight against the timing load	I1.2.b	FX
Overwhelmed asset weather	Q5.9	XT
PANCHEX activations on passenger trains	G1.2.a	M1
PANCHEX no fault found Network Rail or wrong detection	R3.5	IN
Panel failure	Si	IF
Pantograph faults on passenger trains (PGD17)	G1.2.a	M1
Parcels vehicle delays	G1.2.n	ML
Passenger accidental injury	R1.3.h	M*/R*/T*/V*
Passenger assault	R1.3.i	VB
Passenger charter excludable criteria due to weather (C2.6)	Q5.1	V*/X*
Passenger charter excludable events on LUL or non Network Rail lines	Sv	VX
Passenger communication pulled	Sv	VH
Passenger doors delays associated with faults on doors & associated	G1.2.c	M7
Passenger drop item signaller delays train to remove, not obstruction	N2.ag	OZ
Passenger dropped object causing obstruction but not on or off train	N2.af	JX
Passenger dropped object whilst boarding or alighting held by TOC	N2.ae	RP
Passenger external other responsibility of TOC	Sv	VZ
Passenger facilities failed technical faults above solebar on train	G1.2.d	M8
Passenger fallen between train and platform whilst boarding/alighting	N2.ad	RY/RZ
Passenger injury non malicious	N2.b	VD
Passenger joining or alighting special event such as sports fixture	N2.j	R7
Passenger joining or alighting station overtime	N2.i	RB
Passenger lost luggage	Sr	RU
Passenger operator train driver	St	TG
Passenger overcrowding (reactionary) including own late running	Sy	YX
Passenger overcrowding (reactionary) short formed train	Sy	YQ
Passenger overcrowding due to operators service cancelled or delayed	C1.6	
Passenger taken ill on a platform	Sr	RO
Passenger taken ill on a train	Sv	VD
Passenger train operating cause other causes	St	TZ
Passing booked trains possessions (P2.11)	P2.19.k	I5/I6/P*

Subject	Clause	Specific Codes
Patrolling blocks. Track inspections	P2.9	I6
Patrolling including when published P code not utilised (M2)	P2.19.i/j/l	I6
Pending investigation holding codes (PGD7)	R4	D*
Permissive working at stations (PGD10) (NR operating)	K8.a/b	OC/OD/OZ
Permissive working at stations (PGD10) (station staff)	N2.al/am	R3/R4/R5
Personal needs break (PNB) train crew further delay	J2.4	
PIBS No fault found (train operator)	R3.5	M*
Placing objects deliberately on Network Rail infrastructure incl points	Q4.1.b	XB
Planned cancellation by train operator including bank holidays (C2.8)	L1.5	PE/PG
Planned cancellation duplicate or erroneous schedule	Sp	PJ
Planned cancellation not cancelled or engineering work (C2.8)	L1.5	PE/PG
Planned cancellation through train planning system (TPS)	L1.5/6	PD
Planned engineering work/divert.SLW not timetable within ROR/EAS	Sp	PF
Planned engineering work/divert.SLW not timetabled out of ROR/EAS	Sq	QB
Planned P codes	C2.8	
Planned possession reactionary trains not retimed (P2.2)	P2.19.d	QP
Planned possessions	P2.19	PF/QB
Planned temporary speed restrictions (TSR)	O2.4.a/b	PA/JA
Planned TSR (P coded) reaction to	P2.19.c	JB
Planning issues including loco diagram or RT3973 not requested	Sf	FH
Planning related delays flow chart (schedules) Capacity planning	L1.3	OQ/QA/QM/QN
Platform alteration actioned by CIS not updated	N9	
Platform alteration by signaller for given reason	N7	
Platform alteration requested to and actioned by signaller	N8	
Platform alteration varies from CIS, signaller passengers joining	N6	OC
Platform alteration varies from CIS, sufficient time. Passengers	N6	
Platform alterations actioned by ACI	N10	OH/QA/QM
Platform change,waiting platform,station congestion (reactionary)	Sy	YO
Platform changes and alterations	N6	
Platform fatality,injuries,being struck or fallen from train (PGD13)	Sv	VC
Platform persons falling, jumping or dangling legs	Q4.1.m	XA
Platform staff not confirm to signaller waiting confirmation of position	N2.al	R3/R4/R5
Platform staff stopped train in wrong part of platform	N2.am	R5
Platform structural problem which impeding the safe passage of trains	O1.2.j	JD
Point failure caused by severe snow heaters working as designed	Sx	X9
Point heaters defective snow or frost causing points failure	Si	IP
Point heaters severe snow points failed heaters working as designed.	Sx	X9
Points failure	Si	IB
Points failure caused by snow or frost where heaters not fitted	Sj	JT
Points failure snow or frost defective point heaters	Si	IP
Points telephones	O1.7	IK
Police searching the line	Sx	XF
Police searching train not security	N2.ab	VG
Poor brakes on passenger trains	G1.2.h	MN
Poor ride quality (O1.4)	R2.4.a	IS
Poor ride quality no apparent cause	R2.4.b	IT
Possession agreed TOC/NR not to retime or NR fails to retime	L1.2.e	QB
Possession and infrastructure trains incidents	O4.2.g	
Possession communication issues late hand back	O1.17	I5
Possession infrastructure trains arriving or departing	P2.14	I7
Possession on track machine (OTM) damage to infrastructure	Sj	J8
Possession on track machine (OTM) or engineering haulage.	P1	MV/I5/I7
Possession overrun defect found	P2.19.o	I*/J*
Possession overrun due to removal of staff from a worksite	P2.19.q	I5
Possession overrun due to substandard action of staff	P2.19.r	I5
Possession overrun substandard action signaller,LOM or MOM	P2.19.p	I5
Possession overrun track patrol	P2.19.n	I5
Possession overruns	P2.5	I5
Possession passing booked trains	P2.19.k	I5/P*
Possession planned (reaction) not retimed	P2.19.d	QP
Possession with a single worksite	P2.11	
Possession with multiple worksites	P2.12	

Subject	Clause	Specific Codes
Possession work not completed TSR/ESR	O2.4.c	JG
Possessions leaving equipment in failure mode	P2.8	I*/J*
Power distribution system functional supply points (FSP)	O1.5.b	IH
Power failure, signalling functional	Si	IE
Power reduction OHLE or third rail (O1.11)	O4.2.d	I4
Power supply failure at a station	N2.s	RZ
Power supply failure at a station affecting mail or parcels	N2.u	AZ
Power supply failure at a station external	N2.t	VZ
Power supply failure external supplier	O1.2.k	XK
Power supply failures	O1.5	IA/IB/IC/IE/II/IH/XK/X4
Preparation of freight train waiting trains list	Sa	AC
Preventative maintenance response remote condition monitoring alert	Sj	J9
Primary delay (PGD1)	B7.2	
Prime cause (PGD1)	B7.1	
Prime cause delay (PGD1)	C1.4	
Principal supply points (PSP)	O1.5.b	IH
Privately owned infrastructure off network	O1.12	AX
Process guide documents (PGD) to support DAPR	A7	
Provision of information	A3	
Provision of specified equipment locos and wagons freight operators	L2.4	
Provision of stock passenger operators	L2	
Public no fault found (NFF) Safety incident infrastructure	R2.4.n	J4
Radio failures legacy communications	O1.8	I0
Rail defects	O1.4	IR/IS/IT
Railhead conditioning train (RHC) delays including reactionary	F1.7.1.c	OS
Railhead conditioning train (RHC) failure	F2.3.j	OM
Railhead conditioning train (RHC) long time in section other train delay	F2.3.g	OS
Railhead conditioning train (RHC) none treatment	F2.3.k	
Railhead conditioning train (RHC) schedule pathing	F2.3.b-d	QA/QM/QN
Railhead conditioning train (RHC) SPAD (R1.3.r-u)	F2.3.j	
Railhead conditioning train (RHC) train late start	F2.3.h	OS
Railhead contamination of railhead after spillage from train	F1.7.3.b	M*
Railhead examination failure to carry out after ERHC/LRA (F1.6)	F1.7.1.f	QI
Railhead manual treatment during autumn (F2)	F1.7.4	
Railhead needs cleaning	F1.7.3.a	IZ
Railhead oil, grease or substance source can not be identified	F1.7.3.d	OZ
Railhead treatment not applied at planned locations autumn (F2)	F1.7.1.f	QI
Railhead treatment program failure to operate during autumn (F2)	F1.7.1.a	
Railhead treatment the principles	F1.7.5	
Railhead water or Ice on running railhead (Q5)	F1.7.3.c	MP
RBC issues affecting ETCS or ATO operation not Balise related	G3.1.c	JR
Re platforming or platform change	N6	
Reaction to planned P coded TSR	P2.19.c	JB
Reaction to planned possession not retimed	P2.19.d	QP
Reactionary delay (PGD2/3)	B7.3	Y*
Reactionary delay additional guidelines (PGD2/3)	D5.3	Y*
Reactionary delay recovery time. Example 2	D5.5	Y*
Reactionary delay splitting two delays same effect. Example 1	D5.1	Y*
Reactionary delay splitting. Same value two or more incidents	D5.5	Y*
Reactionary delays subsequent prime cause (D5) (PGD11)	B7.4	Y*
Reactionary to planned possessions	P2.2	QP
Reasonable time loss in section autumn minutes in excess of agreed	F1.7.2.c	FG/TW
REC GSM-R error from cab by authorised person on network	G4.1.d	FC/TG/TH/TZ
REC GSM-R error from cab by train maintenance staff on network	G4.1.e	MU
REC GSM-R error from cab by unidentified person on network	G4.1.d	FC/TG/TH/TZ
REC GSM-R error from cab off network	G4.1.f	MU/TG/FC/TH/TZ
REC GSM-R error from cab off network by an unidentified person	G4.1.g	MU
REC GSM-R error from cab off network preventing access to network	G4.1.g	MU
REC GSM-R from cab by unauthorised person no operational event	G4.1.h	FZ/RZ/VA
REC GSM-R initiated by Network Rail maintenance staff in error	G4.1.j	JL
REC GSM-R initiated by signaller in error	G4.1.i	OC
REC initiated by a none TAC party from off network (GSM-R)	G4.1.c	XZ

Subject	Clause	Specific Codes
REC operational event, safety reported in good faith. (GSM-R)	G4.1.a	
REC unable to identify responsible part no technician report (GSM-R)	G4.1.b	J0
Recording of reliability events	B4	
RED alert declared by route controls EWAT initiated	Q5.1	V*/X*
Reduced mobility passengers join or alight. Pre booked or un booked	N2.k	RC/RQ
Reduction of speed due to weather	Q5.12	
Refusing to pay ticket irregularities (TI)	N2.z	VE
Regaining lost time subsequent delay	D5.4	
Registration failures GSM-R no technical or responsibility identified	G5.2.m	J0
Regulated following a train running less late (reactionary)	Sy	YC
Regulated following another later running train (reactionary)	Sy	YD
Regulated for another late running train-lost path (reactionary)	Sy	YB
Regulated for train running less late-lost path (reactionary)	Sy	YA
Regulated in accordance with regulation policy (reactionary)	Sy	YG
Regulated to or from single line (reactionary)	Sy	YE
Regulation and signalling of trains (PGD11)	K1	OA/OB/OD/OQ/Y*
Regulation ARS and TMS controlled areas. Flow chart	K10	
Regulation decision made with best endeavours	K4	OA
Regulation early running at request of driver or shunter signaller agreed	K7.d	OC
Regulation early running control agreement	K7.c	OD
Regulation early running error at point of delay	K7.a	OB
Regulation early running not held at prior regulating point	K7.b	OC
Regulation early running out of path result of a known incident	K7.e	Y*
Regulation policy, regulated in accordance with (reactionary)	Sy	YG
Reinstating planned cancellations not being permitted	L1.6	PD
Relay room	O1.5	IA/IB/IC/IE/II/IH/XK/X4
Reliability events.Full/part cancellation,diversion or failed to stop (FTS)	A4	
Remote condition monitoring alert-preventative maintenance response	Sj	J9
Remote control failure	Si	IF
Renewal date exceeded temporary speed restriction (TSR)	O2.4.f	JS
Reservation seating problems	N2.c	TF
Responsible manager codes	B6.4	
RETB emergency telephones	O1.7	IK
RETB no fault found (train operator)	R3.5	M9
RETB telecom equipment failure, legacy communications	O1.8	I0
RETB terminal failure (R3.1)	O1.10	IL
RETB train borne fault safety system within the cab (passenger)	G1.2.b	M0
Revisions to the delay attribution principles and rules	A6	
Right away (RA)/close door (CD) defect	N2.ah	IA
Right away (RA)/close door (CD) defect,operator mitigation not made	N2.ai	R1
Right away (RA)/close door (CD) sunlight operator mitigation not made	N2.ak	R1
Right away (RA)/close door(CD)sun on equipment mitigation in place	N2.aj	XU
Road connections	Sr/t	RM/T3
Road related incidents damaging level crossing equipment	O1.2.c	XD
Road related incidents not level crossing or bridge	O1.2.e	XN
Road vehicles hitting bridges bridge Strike	Q2	XP
Rolling contact fatigue (RCF) / GCC emergency speed restriction	O2.4.n	JS
Rostering train crew problem	St	TI
Rough ride (H1.2.a) poor ride quality	R2.4.a	
Rough ride no apparent cause	R2.4.b	IT
Route knowledge lacking diverted not in contingency plan	M1.b	
Route knowledge lacking diverted per pre arranged contingency plan	M1.a	FH/TI
Routing incorrect driver not stopping and taking route	K6	OC and FP/TG
Routing incorrect on an agreed diversionary route	K5	OC
RT3185/7 forms signaller completion of when trains overlooked	R2.5	OC
RT3973 schedule ADL not taken into consideration	O1.15.f	QA/QM
RT3973 schedule error timings requested by operator	L1.2.f	QA/QM
RT3973 schedule timings not requested by operator	L1.2.g	FH/TA
RT3973 waiting train preparation or completion of TOPS list	Sa	AC
Running brake tests weather	Q5.12.e	MW/VW
Safety defect traction or stock	R2.4.j	M*
Safety incident infrastructure categorically proven mistaken report	R2.4.o	J5

Subject	Clause	Specific Codes
Safety incident Network Rail staff unable to find	R2.4.m	
Safety incident operators staff unable to find	R2.4.l	FZ/M9/TZ
Safety incidents and mishaps (R4)	R1	
Safety problems reported by staff or public the principle.	R2.2	
Safety reported in good faith GSM-R REC	G4.1.a	
Salt from road near level crossing	O1.2.f	XN
Sanders faults on passenger trains	G1.2.g	MR
Sandite train (RHC)	F2.1	OB/OE/OS/QA/QM/QN
Sandite vehicle break down train failure or problem	G1.4.b	OM
Schedule ADL not taken into consideration	O1.15.f	QA/QM
Schedule error on a WTT/LTP trains including simplifiers	L1.2.a	QA
Schedule error RT3973 requested by operator	L1.2.f	QA/QM
Schedule error RT3973 timings not requested by operator	L1.2.g	FH/TA
Schedule error STP/VAR service including simplifiers	L1.2.b	QM
Schedule error VSTP unvalidated timings used	L1.2.c	QN
Schedule error VSTP where train is using validated WTT/STP times	L1.2.d	QA/QM
Schedule flow chart planning related delays. Capacity planning	L1.3	OQ/QA/QM/QN
Schedule not retimed for possession or NR/TOC agree not to retime	L1.2.e	QB
Schedule STP in conjunction with a freight schedule	L1.2.h	QM
Scrubbers faults on a passenger train	G1.2.g	MR
Sea defences	O1.2.i	IV
Searching train police not security	N2.ac	VG
Seat reservation problems	N2.c	TF
Seating broken technical faults above solebar on a passenger train	G1.2.d	M8
Security alert adjacent to Network Rail infrastructure	Q7.1.b	XI
Security alert affecting a station where trains can pass (PGD6)	Q7.1.c	VI
Security alert affecting a station where trains can stop (PGD6)	Q7.1.d	VI
Security alert affecting operators who do not stop at station	Q7.1.e	XI
Security alert flowchart	Q7.7	
Security alert in fleet depot	Q7.1.g	VI
Security alert in freight depot off network	Q7.1.h	M*
Security alert joint responsibility	Q7.3	
Security alert Network Rail managed stations (definition) (Q7.1)	Q7.6	
Security alert non Network Rail not passenger trains	Q7.1.i	AZ
Security alert on a train	Q7.1.j	FZ/RZ/VI
Security alert stations affecting mail, parcels, charters	Q7.1.f	AZ
Selective door operation (SDO) no fault found (train operator)	R3.5	M7
Semaphore signalling fog and falling snow regulations	Q5.4.p	X1
Semaphore signals visibility due to weather (Q5.12.b)	Q5.4.aa	X1
Senior conductor, train manager, conductor or guard	St	TH
Service recovery and contingency plans	M1	
Service recovery booked stock not available (reactionary)	M3.1.l	YU
Service recovery flowchart covering activities	M3.2	
Service recovery tactical cancellation not caused by late running	Sy	YR
Severe cold weather affecting infrastructure responsibility of NR	Sx	XT
Severe flooding obstructions on line, including trees	Q5.4.j	X2
Severe heat affecting infrastructure NR responsibility not for speeds	Sx	XH
Severe weather passenger charter excludable	Q5.1	V*/X*
Severe weather passenger fleet depots	Q5.4.k	VW
Short formed train (reactionary)	Sy	YQ
Shunter at a station	N2.m	RD
Sighting weather restrictions	Q5.12.b-d	
Signal box concentrator system (CON)	O1.7	IK
Signal box not open during booked hours	So	OL
Signal box simplifier locally produced (L1.3)	K4	OQ/QA/QM
Signal failure	Si	IA
Signal post telephone (SPT)	O1.7	IK
Signaller accidentally put signal to danger	R2.4.d	OC
Signaller ADL is not included in box instructions	O1.15.e	I*/J*
Signaller can mitigate ADL in box instructions	O1.15.c	OC
Signaller completion of forms RT3185/7 trains overlooked	R2.5	OC
Signaller GSM-R registration failure entering wrong Rep No or TD berth	G5.2.k	OC

Subject	Clause	Specific Codes
Signaller put signal back to danger safety reason	R2.4.e	
Signaller REC GSM-R initiated in error	G4.1.i	OC
Signaller stops trains to recover item which is not obstruction	N2.ag	OZ
Signaller unable to mitigate ADL box instructions	O1.15.d	I*/J*
Signaller wrong ERTMS or ETCS instructions	So	OF
Signaller wrong routing	K5	OC
Signalling and regulation of trains	K1	OA/OB/OD/Y*/OQ
Signalling anomaly	R2.4.f	IA
Signalling functional power supply failure	Si	IE
Signalling lineside cable fault	Si	II
Signals or signs obscured by snow	Q5.4.z	XT
Signals or Signs obscured due to vegetation	F1.7.1.b	JP
Signs defective or blown down	O3	IQ
Signs or signals obscured by snow	Q5.4.z	XT
Simplifiers signaller or station locally produced (K3/L1.3)	K4	OQ/QA/QM
Single worksite possessions	P2.11	
Slower vehicles stock swap or change	Sm	MS
SLW engineering work planned not timetabled out of ROR/EAS	Sq	QB
SLW planned engineering work not timetabled within ROR/EAS	Sp	PF
SMART site or system failure automatic train reporting	E5.1	OU
Smoke fire from off network cautioning or stopping	Q8.8.2	XK
Snow affecting infrastructure key route strategy (KRS) is in place.	Q5.4.n	XT
Snow affecting infrastructure key route strategy (KRS) not in place	Q5.4.m	IW
Snow flow chart weather	Q5.9	
Snow obscuring signals or signs	Q5.4.z	XT
Snow or frost defective point heaters points failure	Si	IP
Snow or frost points failure heaters not fitted	Sj	JT
Snow plough break down train failure or problem	G1.4.b	OM
Snow several operating restrictions	Q5.12	
Snow severe points failure heaters working as designed.	Sx	X9
Solid State Interlocking failure (SSI)	Si	IF
SPAD or station overshoot at ERHC published contamination site	F1.7.2.b	TG/FC
SPAD Signal passed at danger infrastructure failure former Cat B	R1.3.r	I*/J*
SPAD Signal passed at danger signaller error former Cat B	R1.3.t	OC
SPAD Signal passed at danger signaller reverting signal in emergency	R1.3.u	
SPAD Signal passed at danger train operator cause Cat A	R1.3.s	AZ/FC/FZ/M*/RY/TG/TH
Special event passengers joining, alighting or station overtime	N2.j	R7
Special stop orders (SSO)	St	TP
Special stop orders (SSO) unauthorised waiting issue (M3.1.b/e)	N2.x	RJ
Special stop orders (SSO) waiting for authorisation (M3.1.a/d)	N2.w	RL
Special stop orders within contingency/agreed NR/TOC (reactionary)	M3.1.c	YM
Special train. Royal or military	E6	OZ
Special working fog and falling snow regulations	Q5.4.p	X1
Special working implemented for leaf fall track circuit operation	F1.7.1.h	QJ
Speed reduction due to weather	Q5.12	
Speed restrictions weather potential frozen brakes	Q5.12.a	MW/VW
Speedometer train borne fault safety system within the cab passenger	G1.2.b	M0
Sports fixture passengers joining or alighting special event	N2.j	R7
Staff error infrastructure	O1.2.o	JL
Staff error Network Rail including criteria for not considering	O1.17	JL
Staff error Network Rail operations not signaller or control	So	OK
Staff error possession overrun	P2.19.p	I5
Staff injury	R1.3.j	
Staff shortage terminal or yard, off network	Sa	AD
Staffing problems at station missing or uncovered	N2.o	R3
Standby supply equipment failure with external power supply	O1.5.b	XK
Standing water TOC/FOC directive not allowed to pass.	Q5.4.v	MW/VW
Star model diagram figure 1	C1.3	
Station buildings, weather affecting stopping trains	Q5.4.q	VZ
Station congestion, platform change or waiting platform (reactionary)	Sy	YO
Station customer information system failures (CIS / PIS)	N2.r	RV
Station delay passenger overcrowded (reactionary) incl own lateness	Sy	YX

Subject	Clause	Specific Codes
Station delays believed to be operator waiting information	Sr	R8
Station delays believed to be operator waiting information	St	T8
Station evacuated due to fire alarm	Sr	RH
Station flooding, including drain, not weather or from Network Rail	Sr	RW
Station incidents. Flow chart	N11	
Station joint incidents	D2.13	
Station late TRTS given by station staff	N2.p	R2
Station mishap operating causes	Sr	RY
Station or SPAD overshoot at ERHC published contamination site	F1.7.2.b	FC/TG
Station other operating causes	Sr	RZ
Station overtime passengers joining or alighting.	N2.i	RB
Station overtime short-formed train (reactionary)	Sy	YQ
Station overtime special event such as a sports fixture	N2.j	R7
Station passenger drop object whilst getting on/off train held by TOC	N2.ae	RP
Station passenger dropped object causing obstruction not on/off train	N2.af	JX
Station passenger failed between train and platform getting on/off train	N2.ad	RY/RZ
Station power supply failure	N2.s	RZ
Station power supply failure affecting mail or parcels	N2.u	AZ
Station power supply failure external	N2.t	VZ
Station signaller stops trains to recover item not an obstruction.	N2.ag	OZ
Station staff error wrong announcements mis-direction	Sr	R5
Station staff not confirm to signaller waiting confirmation of position	N2.al	R3/R4/R5
Station staff permissive working (PGD10) (NR operating)	K8.a/b	OC/OD/OZ
Station staff split responsibility unable to cover all duties	Sr	R4
Station staff stopped train in wrong part of platform	N2.am	R5
Station staffing problems when missing or uncovered	N2.o	R3
Station unstaffed non DOO train	St	T2
Steam train locomotives on passenger trains	G1.2.m	ME
Stock change or set swap or change (N2.an/an) (PGD16)	Sm	MS
Stock provision passenger operators	L2	
Stock service recovery booked stock not available(reactionary)(PGD16)	Sy	YU
Stock swap unplanned no localised arrangement or deviation from plan	K9	OC/Y*
Striking overhead branches or vegetation not due to weather	F1.7.1.b	JP
Structural problem with platforms impeding the safe passage of trains	O1.2.j	JD
Structures problem on bridges, tunnels, viaducts and buildings	O1.2.g	JD
Sub threshold delays cumulative or succession (E4)	D5.2	
Sub threshold no cause ascertainable (PGD12)	Sz	ZS
Subsidence	O1.2.i	IV
Suicides including stuck by a train (PGD6/13)	Q3	AZ/FZ/VC/XC
Sun on right away (RA) /close Door(CD)	N2.aj	XU
Sun on right away (RA) /close Door(CD) operator mitigation not made	N2.ak	R1
Sun on signal aspect (Q5.4.o)	Q5.10	IZ/XU
Sun on signaller panel	Q5.10	OZ
Sun on the cab windscreen (Q5.4.ab)	Q5.10	M*/FG/FZ/TG/TW
Sun on train dispatch equipment (N2.aj/ak)	Q5.10	AZ/IZ/VZ/XU
Sun shining onto cab where driver not taken preventative action	Q5.4.ab	FZ/TG
Sun shining on signal aspect driver unable to clearly see aspect	Q5.4.o	XU
Sun visibility flow chart (Q5.4)	Q5.10	
Supplies loading including catering	St	T4
Surge voltage external power supply	O1.5.b	XK
Suspect package on Network Rail infrastructure	Q7.1.a	XI
Suspect package on train	Q7.1.j	FZ/RZ/VI
Swing bridge failure	O1.2.h	JD
Swing bridge open for river of canal traffic	Sx	XQ
Tactical cancel for service recovery not caused by own late running	M3.1.k	YR
Tail lamp out or showing wrongly	R2.4.k	FM/TJ
Tail light train borne fault safety system within the cab passenger train	G1.2.b	M0
Take back no substantive delay reason	Sq	QT
TASS Balise activated train borne systems on passenger trains	G1.2.k	NA
TASS Balise trackside infrastructure failure	G2.1.b	IM
TASS no fault found (R3)	G2.2	
TASS no fault found (train operator)	R3.5	NA

Subject	Clause	Specific Codes
TASS on board system fails	G2.1.a	NA
TCA train borne safety system faults on passenger trains. Not cab	G1.2.f	MT
TDM Time division multiplex failure	Si	IF
Technical faults above solebar on passenger trains	G1.2.d	M8
Technical faults below solebar on passenger trains (PGD17)	G1.2.e	MD
Technical head train borne fault safety system within the cab	G1.2.b	M0
Telecommunication links with signalling equipment TDM/SSI/TD/BLO	O1.6	IK
Telecoms equipment failure, transmission sys & cable failure	O1.7	IK
Telecoms equipment failures, legacy NRN/CSR/RETB link	Si	I0
Telecoms incoming supply FTN/GSM-R	O1.5.b	XK
Telecoms radio failures IVRS	O1.9	J0
Telephones concentrator, SPT, LC, RETB, GF, Pts, line side	O1.7	IK
Temperature or wind blanket speed restrictions	Q5.4.f	X4
Temporary speed restriction (TSR) condition of bridge (COB)	O2.4.g/h	JD/PB
Temporary speed restriction (TSR) condition of Earthworks	O2.4.i/j	IV/PB
Temporary speed restriction (TSR) condition of track (COT)	O2.4.d/e	JS/PB
Temporary speed restriction (TSR) including emergency (ESR)	O2	
Temporary speed restriction (TSR) indicators defective or down	O3	IQ
Temporary speed restriction (TSR) outside rules of route (ROR/EAS)	Sj	JA
Temporary speed restriction (TSR) possession work not completed	O2.4.d	Not JG
Temporary speed restriction (TSR) work not completed	O2.4.c	JG
Terminal congestion off network	Sa	AE
Terminal waiting traffic including documentation	Sa	AJ
Terminal yard staff shortage off network	Sa	AD
Theft at a station	N2.y	VA
Theft infrastructure but not cables	Q4.1.b	XB
Theft infrastructure on non Network Rail infrastructure	Q4.1.d	AZ/VB
Theft of cable	Q4.1.a	XR
Theft unexplained train coming to halt	Q4.2	
Third rail failure or defect	O1.11	I1
Third rail obstruction reason unknown	O1.11	I2
Third rail shoe beam faults passenger trains	G1.2.a	M1
Third rail switches, breakers, feeders and irregularities	O1.11	I4
Third rail trips vegetation	O1.11	JP
Threat of trespass from station or footbridge	Q4.1.l	XA
Ticket irregularities (TI)	N2.z	VE
Tilting trains TASS / Balise	G2	IM/NA
Time loss reasonable level of. Neutral zone during autumn	F1.4.2	
Timetable and resource planning incidents. Capacity planning	L1	FH/QA/QM/TA
Toilet doors delays associated with faults on doors & associated	G1.2.c	M7
Toilet technical faults above solebar on passenger trains	G1.2.d	M8
Token equipment failure	Si	IL
TOPS train list waiting or completion of list	Sa	AC
TPS schedule cancellation	L1.5/6	PD
TPWS driver adhering to company professional driving standards	G6.1.b	TW/TG
TPWS fault protecting signal at red including lineside equipment	G6.3	IJ
TPWS intervention of failure	G6	FC/IJ/MT/TG/FG/TW
TPWS no fault found train operator (G6.1.c)	R3.5	M*
TPWS on track equipment failure	O1.2.l	IJ
TPWS on track equipment incorrectly installed or positioned	G6.1.d	IJ
TPWS on train safety system failure	G6.1.c	MT
TPWS over speed or train stop intervention against danger signal	G6.1.a	FC/TG
TPWS train borne safety system faults on passenger trains. Not cab	G1.2.f	MT
TPWS train stop sensor (TSS) intervention against proceed aspect	G6.1.e	IJ
Track circuit failure (TCF)	Si	IC
Track defect not a rail defects. Fish plates, wet bed etc	Si	IS
Track defects	O1.3	IR/IS/IT
Trackside signs including TSR/ESR board defective or down	O3	IQ
Traction motors technical faults below solebar on train (passenger)	G1.2.e	MD
Traction power supply failure principal supply point (PSP)	O1.5.b	IH
Traffic waiting customer including documentation	Sa	AJ
Train based equipment failed-multiple infrastructure based equipment	R3.2	F*/N*/M*/T*

Subject	Clause	Specific Codes
Train based equipment list or responsibilities	R3.5	
Train based equipment two or more trains on track equipment faults	R3.2	IN
Train borne equipment no fault found (train operator)	R3.3	F*/N*/M*/T*
Train borne safety system faults (passenger trains) not cab based	G1.2.f	MT
Train borne systems no fault found (R3) freight trains	G1.3.d	M9
Train borne systems no fault found (R3) passenger trains	G1.2.l	M9
Train crew booked not available service recovery (reactionary)	Sy	YN
Train crew booking on duty including between turns	J2.1/2	FE/TG/TH
Train crew on duty travelling passenger on a late running service	J2.3.c	YJ
Train crew personal needs break (PNB) further delay	J2.4	
Train crew stepping up significant lateness	J2.3.b	YN
Train crew travelling passenger planned cancellation.2200 hrs+ start	J2.3.d	FH/TI
Train crew travelling passenger planned cancellation.Pre 2200 hrs start	J2.3.e	
Train crew waiting	J2	FE/TG/TH/YJ/YN
Train crew working late inward services on the same turn of duty	J2.3.a	YJ
Train describer, panel, ARS, SSI failure	Si	IF
Train dispatch equipment failure, Network Rail but not telecoms	Sj	J2
Train diverted or re-routed at FOC request (freight)	Sf	FK
Train held at FOC request freight services	Sf	FJ
Train manager,conductor,senior conductor or guard	St	TH
Train operating company directive	St	TR
Train operator mishap	St	TY
Train operators request cancelled or delayed passenger services	St	TB
Train plan	B2	
Train preparation, train list	Sa	AC
Train stop failure	Si	IJ
Train stop intervention or over speed TPWS	G6.1.a	TG/FC
Train striking smaller birds the same size or smaller than a pheasant	Q1.6	V8
Train time reports	B3	
Trains incurring several small delays (B6.7)	E4	
Treadle failure at level crossings	Si	ID
Trees encroaching NR infrastructure not weather or vandalism	Sx	XO
Trees on line due to wind	Q5.4.i	XW
Trees on line obstruction or safety	R2.4.g	JX
Trespass on Network Rail exit from a train without permission	Q4.1.h	VA
Trespass on Network Rail from freight trains ex Network Rail	Q4.1.k	XA
Trespass on Network Rail from freight trains ex terminals/yards	Q4.1.j	AZ
Trespass on Network Rail infrastructure not from a trains	Q4.1.g	XA
Trespass on non Network Rail infrastructure	Q4.1.d	AZ/VB
Trespass threat of from station or footbridge	Q4.1.l	XA
Trespass unexplained train coming to halt	Q4.2	
Trip AC/DC. OHLE/3rd rail when cause not known	O4.2.b	I2
Trip cock train stop failure	Si	IJ
Trolley catering problems	N2.d	TK
TRTS failure not registered, activation by dispatch staff demonstrated.	O1.16	J2
TRTS late train ready to start by station staff	N2.p	R2
TRUST delay codes (section S)	B6.3	
TRUST outages or failure preventing recording and investigation	E5	OU
TRUST train running system TOPS	B1.2	
TSI created by Network Rail schedule error (VSTP)	L1	QN
Tunnels structural problems	O1.2.g	JD
Twisted rail	Si	IR
Unauthorised person GSM-R REC from cab no operational event	G4.1.h	FZ/RZ/VA
Unexplained after full investigation (PGD12)	Sz	ZU
Unexplained believed to be down to freight operator (PGD12)	E2	FO
Unexplained believed to be down to operator passenger train (PGD12)	E2	TO
Unexplained delays succession (E4) (PGD12)	D5.2	
Unexplained loss in running (PGD12)	E4	
Unexplained train coming to halt vandalism,theft or trespass	Q4.2	
Unidentified system roll up Cancel/late start/over time/loss in running	Sz	ZW/ZX/ZY/ZZ
Uninterruptable power supply (UPS)	O1.5.a	IH
Union directive causing un-planned delays.	R1.3.x	

Subject	Clause	Specific Codes
Unknown cause bumps	Si	IT
Unknown minutes delay not apparently due to Network Rail (E4)	E2	FO/TO
Unknown train incurring several small delays (E2.1) (PGD12)	E4.3	ZS
Unplanned line blocking incidents	M2	
Unplanned line blocking incidents capacity planning validated	M2.6.d	QM
Unplanned line blocking incidents could have been pre-empted	M2.6.a	FZ/OD/TZ
Unplanned line blocking incidents Freight operators MFSDD	M2.7	
Unplanned line blocking incidents no plan implemented opportunity	M2.6.b	OD
Unplanned line blocking incidents restriction changes daily	M2.6.e	
Unplanned line blocking incidents schedule planning issues VSTP	M2.6.c	QN
Unplanned line blocking incidents train plan issues	M2.6.c	OD
Unstaffed station non DOO train	St	T2
Updating TRUST incidents	B6.18	
Vagrants at a station	N2.y	VA
Vandalism GSM-R cab based equipment	G5.2.h	FZ/VA
Vandalism GSM-R infrastructure or signal centre based equipment	G5.2.i	XB
Vandalism infrastructure but not cables	Q4.1.b	XB
Vandalism of cable	Q4.1.a	XR
Vandalism OHLE	O4.2.f	XB
Vandalism on non Network Rail infrastructure	Q4.1.d	AZ/VB
Vandalism unexplained train coming to halt	Q4.2	
VCB technical faults above solebar on passenger trains	G1.2.d	M8
Vegetation within NR boundary obscured signs, signals or striking	F1.7.1.b	JP
Viaducts structural problems	O1.2.g	JD
Visibility caused by fog, snow or rain	Q5.11	FG/TW/VR/X1/XT
Visibility sun flow chart (Q5.4)	Q5.10	
Voltage surge external power supply	O1.5.b	XK
VSTP cross boundary delays	B6.16	QN
VSTP management if freight services during disruption cancellation	L1.7	
VSTP minor delays less than 5 mins and not reactionary	L1.4	PN
VSTP schedule error on Network Rail TSI created schedule	L1	QN
Wagons on a freight train fault	G1.3.c	ML
Waiting acceptance possessions	P2.14	I7
Waiting acceptance to network yard or terminal due to late running	H4.2.c/d	Y*
Waiting acceptance yard/Siding off network freight terminals or yards	H2	
Waiting connections authorised by TOC but outside policy (M3.1.l)	N2.g	RK/TM
Waiting connections not authorised (M3.1.f)	N2.h	RI
Waiting connections within policy (FOC)	N2.f	OW/YL
Waiting connections within policy (none FOC) (M3.1.h)	N2.e	YL
Waiting customer traffic including documentation	Sa	AJ
Waiting platform, station congestion or platform change (reactionary)	Sy	YO
Waiting to or from single line (reactionary)	Sy	YE
Waiting to pass booked trains possessions	P2.16	I6
Waiting train crew	J2	FE/TG/TH/YJ/YN
Waiting train preparation or completion of TOPS list/RT3973	Sa	AC
Warning board for TSR/ESR defective or down	O3	IQ
Water mains, gas or overhead power lines (national grid)	Sx	XM
Water or ice on running railhead (Q5.9)	F1.7.3.c	MP
Water standing TOC/FOC directive not allowed to pass	Q5.4.v	MW/VW
Waterborne or road vehicles Bridge strike	Q2	XP
Watering train at station	N2.m	RD
Weather additional running brake tests	Q5.12.e	MW/VW
Weather adherence to company driving standards and polices freight	Q5.4.ac	FG
Weather adherence to company driving standards and polices pass	Q5.4.y	VR
Weather affecting most modes of transport passenger train delays	G1.4.a	VW
Weather asset overwhelmed	Q5.9	XT
Weather below line speed restrictions potential frozen brakes	Q5.12.a	MW/VW
Weather delays associated with the effect of weather on the train	G1.2.j	MW
Weather economic mitigation	Q5.1	V*/X*
Weather effects no reasonable or viable economic mitigation	Q5.1	V*/X*
Weather fleet restriction from snow or ice	Q5.12.f	MW/VW
Weather impact on non Network Rail passenger lines	Q5.4.w	VZ

Subject	Clause	Specific Codes
Weather infrastructure failure equipment outside design	Q5.4.b	X*
Weather infrastructure failure equipment within design	Q5.4.a	I*/J*
Weather Network Rail speed restriction to protect infrastructure	Q5.12.g	
Weather non severe fleet depots	Q5.4.c	MU
Weather non severe fleet problems	Q5.4.d	MW
Weather non severe snow,ice,frost affecting infrastructure equipment	Si	IW
Weather other forms of transport not meeting external criteria	Q5.2	I*/J*/M*
Weather reduction in speed due to difficulty sighting signals	Q5.12.b	TW/FG/VR
Weather reduction in speed sighting of structures,stations or boards	Q5.12.c	TW/FG/VR
Weather reduction in speed sighting snow obscuring assets	Q5.12.d	XW
Weather semaphore signals visibility (Q5.12.b)	Q5.4.aa	X1
Weather several operating restrictions	Q5.12	
Weather severe fleet problems	Q5.4.l	VW
Weather severe passenger charter excludable	Q5.1	V*/X*
Weather severe snow points failure heaters working as designed	Sx	X9
Weather snow obscuring signals or signs	Q5.4.z	XT
Weather station buildings affecting stopping trains	Q5.4.q	VZ
Weave engineering work planned not timetabled out of ROR/EAS	Sq	QB
Weave planned engineering work not timetabled within ROR/EAS	Sp	PF
Weed killer break down train failure or problem	G1.4.b	OM
Wet bed track defect	Si	IS
Wheel flats where no other cause has been identified	Sm	MN
Wheel scrubbers faults on a passenger trains	G1.2.g	MR
WHEELCHEX no fault found Network Rail or wrong detection.	R3.5	IN
WILD No fault found Network Rail or wrong detection	R3.5	IN
WILD train borne safety system faults on a passenger train. Not cab	G1.2.f	MT
Wind flow chart weather	Q5.6	
Wind obstructions on line including trees	Q5.4.i	XW
Wind or temperature blanket speed restrictions per group standards	Q5.4.f	X4
Wind screen wipers weather delays associated with the train	G1.2.j	MW
Wind wires down or damage to OHLE	Q5.4.e	XW
Windows faults technical faults above solebar on train but not external	G1.2.d	M8
Wires down and other OHLE problems	O4	
Wires down due to high winds	O4.2.a	XW
Wires down or damage to OHLE due to wind	Q5.4.e	XW
Worksites (possessions)	P2.12	
Wrong announcements, station staff	Sr	R5
Wrong detection HADB PANCHEX WILD WHEELCHEX PanMon	R3.5	IN
Wrong routing signaller including agreed diversionary route.2 incidents	K5	OC
WSP brake and Brake system faults including wheel flats on a train	G1.2.h	MN
Yard congestion off network	Sa	AE
Yard equipment breakdown or reduced capacity, off network	Sa	AH
Yard staff shortage off network	Sa	AD
Yard waiting customer traffic including documentation	Sa	AJ

Index and glossary compiled by Chris Scharf

GLOSSARY

ABS	Air brake system	OTM	On track machine (yellow plant)
ACI	Automatic code insertion (ARS)	OTMR	On train monitoring recorder
ADD	Automatic dropper device (pantograph)	PANCHEX	Pantograph checking system. PanMon
ADL	Accepted design limitations.Infrastructure	PGD	Process and guidance document (DAB)
ADRC	Access dispute resolution committee	PIBS	Platform indicator beacon system
ARS	Automatic route setting	PIS	Passenger information system (CIS)
ATO	Automatic train operation	PNB	Personal need break.Train Crew break
ATP	Automatic train protection	PPM	Public performance measure
AWA	Autumn working arrangements	PRM	Persons with reduced mobility
AWS	Automatic warning system	PSB	Power signal box
BTP	British Transport Police	RBC	Radio block centre (ERTMS)
CaSL	Cancellations and significant lateness	RCF	Rolling contact fatigue (GCC)
C-DAS	Connected driver advisory system	RCM	Remote condition monitoring.Infrastructure
CIS	Customer information system (PIS)	REC	Railway emergency call
COA	Change of <i>signal</i> aspect	RETB	Radio electronic token block
COT	Condition of track	RHC	Railhead conditioning. Sandite,de-icer etc
CRT	Critical rail temperature	ROC	Rail operating centre.NR integrated control
CSR	Cab secure radio.Replaced by GSM-R	ROP	Rules of the plan.Timetable planning rules
DA	Delay attribution	ROR	Rules of the route,now known as EAS
DAB	Delay attribution board	RRV	Road Rail Vehicle
DAG	Delay attribution guide now called DAPR	SB	Signal box
DAPR	Delay attribution principles and rules	SCC	Signalling control centre
DMU	Diesel multiple unit	SDO	Selective door operation.
DOO	Driver only operation	SDR	Simplified direct reporting.Train reporting
DSD	Drivers safety device (dead mans handle)	SLW	Single line working
DVD	Drivers Vigilance Device (DSD)	SMART	Signal monitoring and reporting to TRUST
DVT	Driving van trailer	SPAD	Signal passed at danger, without authority
EAS	Engineering access statement (ROR)	SPT	Signal post telephone
EWAT	Extreme weather action team	STANOX	Station number used in TOPS. 5 numbers
ECR	Electrical control room	SSI	Solid state <i>electronic</i> interlocking
EMU	Electric multiple unit	SSO	Special stop order.Additional station stop
ERHC	Exceptional railhead conditions	STP	Short term planning schedule
ERTMS	European rail traffic management system	T&RS	Traction and rolling stock
ESR	Emergency speed restriction	TAC	Track access contract
ETCS	European train control system	TASS	Tilt authorisation and speed supervision
FDM	Freight delivery measure	TCA	Track circuit actuator
FMS	Fault management system.Infrastructure	TD	Train describer. SB train identifier
FOC	Freight operating company	TDA	TRUST delay attribution
GCC	Gauge corner cracking (RCF)	TDM	Time division multiplex. Data transmission
GSM-R	Global system mobile telecoms railways	TIN	TRUST incident number
GZAM	Green zone access manager	TIPLOC	Train planning location. 4-7 alpha numeric
HABD	Hot axle box/bearing detector	TIS	Traction interlock switch. Fleet safety
HST	High speed train	TOC	Train operating company
IBJ	Insulated block joint or rail joint (IRJ)	TOPS	Total operations processing system
IECC	Integrated electronic control centre	TPS	Train planning system
IVRS	Interactive voice radio system. Now GSM-R	TPWS	Train protection warning system
LC	Level crossing	TRTS	Train ready to start
LRA	Low rail adhesion	TRUST	Train running system:TOPS
LOM	Local operations Manager (NR position)	TSI	Train service information
LTP	Long term planning (WTT) schedule	TSR	Temporary speed restriction
LUL	London underground	TTP	Timetable processor (ARS)
MFSD	Management of freight services during -	VAR	Variation schedule (STP)
MPV	Multi purpose vehicle - disruption	VCB	Vacuum circuit breaker.Pantograph ADD
MOM	Mobile Operations Manager (NR position)	VSTP	Very short term planning schedule
NFF	No fault found	WHEELCHEX	Wheel checking system
NR	Network Rail	WILD	Wheel impact load detector
NRN	National radio network.Replaced by GSM-R	WON	Weekly operating notice
OCB	Open or oil circuit breaker (OHLE)	WSP	Wheel slide protection
OHLE	Overhead line equipment (25 KV AC)	WTT	Working timetable (LTP) schedule

Index and glossary compiled by Chris Scharf