

Reporting and Recording Delays on Host Railroads

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Reporting and Recording Delays on Host Railroads

1. Responsibility

These instructions apply to Conductors of all regularly-scheduled Amtrak intercity passenger trains except on the following Amtrak Northeast Corridor segments:

- Boston-New Haven,
- Springfield-New Haven,
- CP-216 (XSH)-New York,
- New York-Washington,
- New York (NYP)-CP12 (XSD) (formerly the “Empire Connection”), and
- Philadelphia-Harrisburg.

All other rail lines over which Amtrak operates, including Amtrak-dispatched segments outside the Northeast Corridor, are known as “Host Railroads” for purposes of these instructions.

Except on the segments listed above, Conductors of all regularly-scheduled Amtrak intercity passenger trains must properly account for all delays to their trains. The Conductor will accomplish this via the electronic Delay Report (“eDR”) application on his or her electronic Mobile Device (“eMD”).

The Conductor will coordinate with the Engineer to obtain all necessary information on over-the-road (en route) delays so as to be able to properly report those delays.

2. Glossary (Terms in Alphabetical Order)

Allowed Dwell Time: The amount of time assigned to every en route station and servicing stop to account for normal work. Any actual standing time in excess of this amount must be reported as delay.

Bus Bridge: A gap in the middle of a train’s route, with actual segments of the same Train Number and Origin Date operating on both sides of the gap, and with passengers and baggage (and sometimes, crews) being shuttled across the gap via busses.

Change Initial Terminal: A function in eDR used to convert a normally en route station into the train’s Temporary Initial Terminal Station.

Crossing Over or Going Around: A situation in which a delayed Amtrak train is diverted around another train traveling in the same direction, for the purpose of overtaking that train. (May be used for Delay Codes CTI, FTI, or PTI.)

Delay: An event which causes Lost Time. En route delays (i.e., delays between reporting points) are caused by any abnormal stop, or any slowing to speeds not reflecting the train's normal and optimal operation.

Delay Due to Cross Traffic: When train(s) causing CTI, FTI, or PTI delay are operating on a route which crosses the intended route of the delayed Amtrak train at-grade (i.e., on a diamond).

Detour: The temporary re-routing of a train off of its normal/scheduled rail line, whether or not any scheduled passenger or servicing stops are missed, due to a blockage on the normal rail line. A detour may be planned in advance (for an M. of W. curfew, for example), or unplanned.

EDI (Electronic Data Interchange): A process used by Amtrak and some of its Host Railroad partners, which automatically reports arrival and/or departure times into Amtrak's systems for trains at some pre-selected X-Point locations. This process is formally known as "EDI-161."

eDR: Electronic delay reporting by Conductors, using an electronic Mobile Device (eMD).

Elapsed Time: The amount of actual time, in minutes, between or at stations and/or X-Point locations, based on sightings in the eDR device. Elapsed Time is calculated by the eDR program.

Final Terminal: The last station on a train's scheduled route.

Host Railroad: The designated railroad on which a train is standing, operating, or entering, when the train arrives or departs a location or on which a delay occurs. It is identified by a two-letter code.

Initial Terminal: The first station on a train's scheduled route. Late departure against the public schedule is used to compute the amount of time lost, and amount of Initial Terminal Delay reported, at an Initial Terminal. (Also see the definition of Temporary Initial Terminal.)

Insert X-Point Dwell: A function in eDR used to show an arrival time different from the departure time, at an X-Point reporting location where the Allowed Dwell Time is zero (0) minutes. This function is to be used when the train is held or otherwise stopped at an X-Point location where the Host Railroad changes.

Lost Time: When Elapsed Time is greater than PRT or Allowed Dwell Time, in minutes. Lost Time is calculated by the eDR program and must be accounted for, as delay. Lost Time can occur:

- Between reporting points, or
- At en route stations or scheduled servicing stops, or
- At a train's Initial Terminal Station, including a Temporary Initial Terminal (if actual departure time is later than public-scheduled departure time).
- At an X-Point location where the Allowed Dwell Time is zero (0) minutes. (See definition of "Insert X-Point Dwell.")

NTAMS (National Train Activity Monitoring System): A system using GPS and the Wi-Tronix equipment on locomotives and/or cab cars, which automatically reports arrival and/or departure times at stations and at certain X-Point locations.

On Board Location: The station or other location where a Conductor begins accounting for lost time and delays in eDR.

Off Board Location: The station or other location where a given Conductor ceases accounting for lost time and delays in eDR, due to being relieved by another Conductor, or because the location is the Final Terminal for the train, or because the train is terminated en route.

Partial Time: A situation wherein one of two times (either Arrival or Departure) needed for a complete set of sightings covering a given eDR reporting segment or station is missing.

PIDS (Passenger Information Display System): A system used on California corridor trains. For purposes of reporting arrival and departure times at stations, PIDS is a counterpart to NTAMS.

Positive Train Control (PTC): For Conductor delay reporting, "PTC" includes all variations used on Host Railroads (ACSES, I-ETMS, ITCS).

Pure Running Time (PRT): The optimum (least) amount of time, in minutes, that a passenger train will take to operate between stations and/or "X-points". By definition, PRT excludes all delays, including any diversions or track routings not necessary to the optimum and normal operation of the train.

Recovery Time: Additional time added to train schedules, above and beyond PRT and dwell time, to help a train "recover" to on-time operation in the event that it encounters delays.

Recovery Time is not included in calculations, when lost time and delays are computed and reported.

Re-route: A permanent operational change in which passenger trains are re-scheduled to operate over one or more different rail lines. This may include new station and/or servicing stops on the new route. Re-routes are planned in advance and include their own PRT's and Allowed Dwell Times; and should not be confused with detours.

Restrictive Signal(s): Abnormally restrictive wayside signal aspects or cab signal aspects (the latter not due to on board equipment failure) which prevent the train from operating at its normal/optimum speeds. (This term is used in the definition of Delay Code "DCS".)

Sighting: An actual arrival time or departure time posted on the Conductor's eDR device. Sightings are needed in order for the device to compute the amount of time lost in a given segment or at a given station or X-Point. Sightings may be populated into the eDR device automatically, or may be entered into the device manually by the Conductor.

Split Train: A portion of a train which is scheduled to separate from the through train en route. The station where the split train separates is the Initial Terminal for that train for delay-reporting purposes. Trains 27 and 448 are Split Trains, at SPK and at ALB, respectively.

Temporary Initial Terminal: The designation of an Initial Terminal station for an individual train and date, in the Conductor's eDR device, at a station down-line from the train's normal Initial Terminal, due to planned or unplanned reasons. (This is done under the "Service Disruptions" feature of eDR.) The designation of a station as a train's Temporary Initial Terminal means that the amount of Lost Time will be computed against the train's scheduled departure time at that station.

Trip-Wire: An arrangement whereby NTAMS will report a passing time at certain X-Point locations, when the GPS-equipped units(s) pass(es) a pre-determined point at the location.

X-Point Location: A non-station location, with a location code beginning with the letter "X". These may be used for servicing locations, for non-station boundary points between Host Railroad segments, to "break-up" long PRT segments into shorter segments, or for other uses.

3. How Electronic Delay Reporting (“eDR”) Works

The eDR program automatically compares the Pure Running Time (PRT) and Allowed Dwell Time against the Elapsed Time, the actual running time and dwell time, which are based on “sightings” (Arrival and/or Departure Times) which are available to the eDR program. Sightings may be entered into the eDR display either automatically (via NTAMS or PIDS, or via an automated system from a Host Railroad such as EDI), or manually. If the Elapsed Time is greater than the PRT or Allowed Dwell Time, the eDR program will prompt the Conductor to account for that time via one or more delay entries into his or her eMD.

The eDR program does not use public-schedule times as a basis against which to determine Lost Time and delay, except for Initial Terminal Delay (*see Instruction 13*). This is because of the Recovery Time contained in all public schedules.

Note: Conductors must observe whether sightings are correct when they populate the eDR display (*also see Instruction 11*). Premature stops prior to a train’s actual arrival at a station, or a stop after departure while the locomotive is still within the “geo-fence” perimeter around the station, may cause an erroneous Arrival or Departure Time to register in the eDR program, and which the Conductor will have to manually correct. (One example of this is a safety stop prior to the train’s actual arrival, when backing into a station.)

Conductors should also be aware that certain events may prevent automatic registering of Arrival or Departure Times in the eDR program. Examples include: train arrives or departs with locomotive underneath an overhead bridge or a building; Wi-Tronix unit on locomotive fails or is turned off; “coupled trains”; or NTAMS or other automatic reporting system fails or is de-activated.

Also, if a train skips a scheduled station stop which is an eDR reporting point, for any reason, the automated system will not register any times for that station. The Conductor will need to enter both an Arrival Time and a Departure Time manually, which will be when the train passed the station; and both times will be the same. Examples include skipping a Flag Stop where there are no passengers; and having to skip a station stop due to a track blockage (such as from M. of W. work).

Automatic reporting will not register a departure time into the eDR device if a train departs a station before its scheduled departure time (for example, at a “D” Stop).

For some trains, a station may appear as a reporting point in eDR even though that particular train isn’t scheduled to stop at that station. In such cases, automatic reporting systems cannot enter a time, so the Conductor will need to manually enter the time the train passes that station, in the same manner that a passing time at an X-Point location would be manually entered if needed.

4. “Responsible” Conductor in eDR

When a Conductor accesses a train on the eDR device for purposes of entering delays or reporting or correcting sightings, the device will show a check-mark under the query: “Are you responsible for recording lost time?” A Conductor or Assistant Conductor who is **not** responsible for doing so, for any segment, must un-check that mark.

Relieving Conductors and Conductors being relieved, must coordinate with each other to ensure that two Conductors are not shown as the “Responsible” Conductor for the same segment, and that only one Conductor accounts for lost time in any segment. Conductors should review the eDR device before entering delays to make sure that delay entries have not already been submitted.

5. Crew-Change Points

The Conductor going **off-duty**, **must** ensure that the arrival time at the off-duty station or X-Point location is showing in the eDR device and that the time is correct. If it is not, the Conductor must enter or correct the arrival time. Conductors going on-duty and off-duty must confer, when practicable, to ensure that they agree on the train’s arrival time at that location.

6. Unscheduled Re-Crew En Route

The eDR program provides for the responsible Conductor for lost time to be changed in conjunction with an unplanned re-crew at a location other than a scheduled crew-change point. This is done under the “Service Disruptions” feature in the eDR program.

7. Train Origin Date

This is the date on which the train was scheduled to depart its Initial Terminal station. It is the same Origin Date used in the e-ticketing program and shown on the Train Manifest, for any particular train. The Conductor must be sure to enter the correct Origin Date when logging into the eDR program. *(Note: For "Split Trains", the Origin Date is the date the through train departed its Initial Terminal. For example, the Origin Date for Train 27 is the date Train 7 departed Chicago; and the Origin Date for Train 448 is the date Train 48 departed Chicago.)*

8. Accuracy of Time

Conductors must use an accurate and reliable watch equipped with a second hand or readout, and known to be accurately set, at or prior to the beginning of each tour of duty. The Conductor will compare time with other crew members during the job briefing to assure that they all have accurate time to the second. Phone numbers ATS 729-4116, 777-4000 and toll-free 866-493-5252, are a direct dial-in to the correct-time recording from the U.S. Naval Observatory in Boulder, CO. For delay-reporting purposes, all railroad watches should be set for local time to the second, based on the time provided by the official time recording.

9. For Arrival and Departure Times: Correct Minutes and Time-Zone

Manual entries of or corrections to arrival or departure times (sightings) in eDR must always show the lower-minute time until the 59-second mark. For example, if a train arrives or departs a station at 3:42:57 PM, the time will be considered "3:42". In some cases this may result in a train showing as arriving and departing a station at the same whole-minute time; this is acceptable.

All arrival and departure times must be in the correct local time zone for that location, as per public schedules and on the Conductor's Train Manifest.

10. One-Minute Lost-Time Rule

The Conductor must account for all minutes of lost time shown in eDR, with the following sole exception: In the event the time lost in a segment is only 1 minute, **and** if the 1 minute time-lost

was not caused by an actual delay event (i.e. was caused by rounding of arrival and/or departure times), then the Conductor is not required to report delay against that 1 minute time-lost. If, however, the 1 minute time-lost was caused by an actual delay event, the Conductor must account for that time as a delay.

11. Manual Entry or Correction of Arrival and/or Departure Times

If automatic reporting methods fail to register an arrival or departure time ("sighting") in the device, or register an incorrect time, the Conductor must enter or correct the time manually, in order for the eDR device to correctly calculate the amount of lost time. However:

- a) **Do not** overwrite an arrival or departure time already displayed in eDR which is only one minute at variance with the time observed by the Conductor, unless there is a critical reason to do so.
- b) **Do not** overwrite a time already displayed in eDR which is identical to the time observed by the Conductor, under any circumstances.
- c) **Do not** enter an arrival or departure time until at least five (5) minutes after the train has arrived at, departed from, or passed the location, if practicable. This is to give the source for the automatic reporting of those times (eg., EDI or NTAMS), a chance to report the time to the eDR device.

If the Conductor corrects an erroneous sighting in eDR, **and** if the correction is for more than ten (10) minutes, he or she should also notify the Customer Support Desk (800-205-0711) of the correction as soon as practicable so that the Support Desk can make a corresponding correction in the Arrow System to preserve the accuracy of system-generated ETA's for down-line stations. (Entries made in the eDR device will not populate the Arrow System.)

All entries or corrections of sightings in eDR are done on the basis of a 12-hour clock (AM or PM).

When arrival time is reported manually at passenger stations, it is the time that passengers can board or disembark from the train. Exception: When the first normal spot of the train at the station

is for a routine operating reason (eg., engine-crew change) or for servicing (eg., fueling), this first spot will be considered the arrival time. (Note: in some cases this time will be reported automatically by NTAMS.)

When the departure time is reported at stations, it is the time the train begins to move. If more than one spot is made, it is the time the train begins to move after the final spot.

All arrival and departure times must be in the correct local time zone for that location, as per public schedules and on the Conductor's Train Manifest. (Time-Zones for all X-Point locations used in eDR can be found on the chart in Instruction 58.)

12. Lateness vs. Delay

- a) **Lateness of a train as compared to the public schedule is not itself a delay**, but is instead the result of delays exceeding the available recovery time. In schedule segments containing recovery time, reporting only the amount of time lost against schedule as delay would understate the amount of delay that actually occurred.
- b) **Late arrival of a train at an intermediate crew change point is not itself a delay**. It is the result of delays already encountered by the previous crew(s), and which should already be accounted for. However, if a delay occurs at the crew change point, it must be accounted for (by the relieving Conductor).

13. Initial Terminal Delay

If a train departs late, per public schedule, from the first station on its scheduled route (the Initial Terminal), it has been delayed, because it should have departed on time. This is the one instance where public-schedule time is directly used to calculate the amount of time a train has lost for delay-reporting purposes: the "clock starts" when the train is due to depart. Initial Terminal Delay must be accounted for, just like any other delay. The eDR device is programmed to require the Conductor to do so. The Initial Terminal Station for any train, including a Temporary Initial Terminal, is shown by the character "(I)" after the station code in the eDR display.

14. Temporary Initial Terminal ("Change Initial Terminal" in eDR)

Sometimes a station along a train's route will be temporarily designated the Initial Terminal in its schedule due to an M of W-project track curfew, an unforeseen rail-line blockage, etc. In this case, the Conductor must change the train's Initial Terminal using the "Service Disruptions" feature on the eDR device, under the option "Change Initial Terminal". This must be done even if the Temporary Initial Terminal is at the beginning of the Conductor's regularly-scheduled trip segment. When this is done the eDR program will automatically calculate the amount of lost time for the Conductor to report at that station, based on the train's scheduled departure time.

If the train's normally-scheduled Initial Terminal is a station prior to the On Board Location for the Conductor's segment, the Conductor will need to sign-on in eDR back to that normal Initial Terminal, to enable the eDR program to effect the change to the Temporary Initial Terminal.

If a Conductor assigned to a previous (up-line) segment becomes aware that the portion of the train in his assigned segment has been or will be cancelled after he has already signed-in to the train in eDR, he will need to sign out of the train in eDR to enable a down-line Conductor to change the train's Initial Terminal.

15. Final Terminal; Arrival or Departure Times

- a) **Final Terminal** – When a train arrives at the last station on its route so that it can begin discharging passengers, it has fulfilled its schedule. Events occurring after this time are not delays to that train, and the eDR program will not permit the Conductor to account for such events as delay.
- b) **Arrival or Departure Times** – A train cannot "arrive" at an Initial Terminal (including a Temporary Initial Terminal); and a train cannot "depart" a station beyond which it has been cancelled or suspended.

16. Location Codes for Segments in eDR Display

The eDR program will show segments either between stations and/or X-Points, or at those locations. The program is designed never to show segments or lost time which overlap two or more Host-Railroad segments, except when a bus-bridge or detour is set up by the Conductor under the "Service Disruptions" feature of eDR.

17. Delay Codes: Definitions and Uses of

Choose the most appropriate delay code for each delay. The following delay cause-codes may be used, and are programmed into the eDR display. Choose the code which matches the **most-direct cause** of the delay. Also, be sure that the delay code corresponds with, and is supported by, the explanation. For delays or lost time on detours, see the definition of Delay Code "DTR", and Instruction 42.

Code	Title, Reason or Examples
ADA	Passenger-Related delays specifically related to disabled passengers (wheelchair lifts, exercising guide dogs, etc.)
CAR	Car Failure (includes HEP failure, legitimate HBD or DED actuations, or any on board HBD alarm, set out defective cars)
CCR	Cab Car Failure (all en route delays caused by mechanical failure of working cab cars.) A non-working cab car, i.e., one being used simply as another passenger car in the trailing consist of a train, will not be considered a Cab Car for purposes of delay coding. "Cab Car" includes NPCU's (de-powered F-40's) and all variations of passenger-carrying Cab Cars.
CON	Hold for Connection (holds for train or bus connections, including en route holds)
CUI	Customs and Immigration delays
CTI	Commuter Train Interference (meets, following, overtakes)
DBS	Debris Delays (debris strikes, including emergency braking, damage, set-outs from same; also debris blocking track ahead, or removal of debris from train; also includes objects thrown at train).
DCS	Signal Delays (wayside detector failure including false actuations; defective road crossing protection; restrictive wayside or cab signals from unknown cause or from signal, power-switch or CTC-system failure; efficiency tests of the crew NOT involving Amtrak officers; drawbridge stuck open; wayside PTC failure; signal suspensions).

Code	Title, Reason or Examples
DET	Delays caused by catenary or wayside electric-power-system failure. (Note: This Delay Code is to be used ONLY between XSH and NHV).
DMW	M of W Work (holding for defect repair or M of W forces to clear; inability to contact M of W Foreman on radio; held for or routed around M of W work or equipment).
DSR	Temporary Speed Restrictions (slow orders, slows through M of W site) Exception: heat/cold orders; see "WTR."
DTR	Detour Delays (all delay or time lost while operating on a detour, regardless of the reason for the detour).
ENG	Engine Failure (HEP Failure, legitimate HBD or DED actuations, or any on board HBD alarm, cab signal or PTC failure on engine, set out defective engines, operating with freight engine due to mechanical failure, undesired emergency applications, air problems, radio failure on engine)
FTI	Freight Train Interference (meets, following, overtakes, restrictive signals known to be caused by freight trains, holds due to freight train derailments, non-scheduled stop to pick-up/drop-off freight train crew)
HLD	Passenger Related (multiple spots, checked bags, large groups, smoke breaks, checked firearms, other passenger-related delays; except for disabled passengers, see delay code "ADA"; sick/injured, see "INJ" or removal of passenger by police, see "POL")
INJ	Injury Delays (injured or sick passenger or employee)
ITI	Initial Terminal Delay due to late-arriving inbound train causing late release of equipment or late crew rest, where mechanical-failure delay is NOT involved. (NOTE: Code "ITI" is to be used ONLY for a delay at the train's Initial Terminal station.)
MBO	Drawbridge openings for marine traffic, where NO failure of the drawbridge is involved.
NOD	Wait for scheduled departure time at stations, kill time to prevent early arrival at stations.
OTH	Miscellaneous Amtrak-responsible delays (unable to make normal speed, heavy train, isolation of engine[s] for fuel conservation, etc.; also, person pulling emergency cord)
POL	Police Related (DEA; police/fire department holds on right-of-way, bomb threat delays; can include on-train police activity; railroad blocked by trespasser; removal of passenger by police or vehicle strike by another train).
PTI	Passenger Train Interference (meets, following, etc.—does not include commuter trains)
RTE	Routing (crossover moves, lining manual or spring switch, run via siding, late track bulletins, inability to contact DS, dispatcher-holds). Also includes delays resulting directly from being routed to abnormal track at stations.
SVS	Servicing (fuel, water, commissary, toilet/trash dumping, inspections, normal switching/ set-out/pick-up locomotive, cars (including private/office cars) or section of train, normal engine changes, pick-up previously set-out equipment, loading/ unloading non-carload express; PTC initialization (no failure)).
SYS	System (late crew, unscheduled re-crew, single engineer copying authorities or restroom break, efficiency tests involving Amtrak officers, hold due to passenger train derailment, alleged crew rules violation; delayed-in-block after station stop, assisting another Amtrak train which is disabled, blocked by another Amtrak train disabled due to mechanical failure; PTC failure with unknown cause; PTC-caused slowdown or penalty stop; unscheduled passenger stop)
TRS	Trespasser Incidents (includes crossing accidents, trespasser or animal strikes, vehicle on track ahead; "near-miss" delays; bridge strikes by vehicle or boat)
WTR	Weather (includes heat/cold orders; storms, floods, fallen trees, washouts, landslides; earthquake-related delays; slippery rail due to leaves; burning leaves caught under truck of car; snow-removal equipment working ahead; ice or snow under equipment, including wayside defect-detector actuations caused by ice; flash-flood warnings; high-wind restrictions)

18. Explanations

The eDR program will allow or require the Conductor to supply specifics to support the coded fields and further document the delay, via a series of short, pre-populated explanations which may be chosen from drop-down menus. In all cases, an “Other” option is provided for entry of explanations which do not fit the choices provided. Information such as the following may be extremely important, **and must always be included if known**:

- Location names or mileposts for meets, where held, etc.;
- Train symbol or number and/or locomotive number (with RR initials) for other trains causing delay;
- MP or other locations, MPH speeds, and Track Number for slow-order delays;
- Names and aspects for signal delays;
- Engine or car number (with initials for non-Amtrak equipment) for mechanical delays; and
- Locations for diversion delays, and track numbers routed from/to.

In addition, use the “Comments” section of the delay entry in eDR to further support the explanation and to enter additional information as needed.

The delay explanation chosen, and free-text comments, must always conform to, support, and explain, the cause-code. Do not cite operating rule, special instruction, or operating-bulletin items by their numbers alone, without additional explanation.

A list of abbreviations which may be used to save space in the free-text explanation are listed in Instruction 21. (These are **not** Delay Codes.)

19. Delay Titles and Explanations Shown in eDR Display:

The following are available for Conductors to choose from.

- These are **not** official definitions for delay codes. See Instruction 17 for the official code definitions, and other instructions for additional clarification on the use of some specific delay codes.
- Brackets [] next to some explanations are added here for clarity; they do **not** appear in the eDR display.
- The eDR display also offers an “Other” option for the explanation of all delay codes.

Code	Title	Available Explanations
ADA	Passenger-related delay specifically related to disabled passengers	• Mobility impaired • Wheelchair • Service animals • Vision/hearing-impaired
CAR	Car Failure	• Air/ brake / wheel • Door • Toilet • Heat /A.C. • legitimate wayside HBD or DED actuation • On board HBD alarm • Set out defective car [due to mechanical failure] • Electrical failure • HEP • FDA
CCR	Cab Car Failure	• Air/ brake / wheel • Door • Toilet • Heat /A.C. • legitimate wayside HBD or DED actuation • On board HBD alarm • Set out defective cab car [due to mechanical failure] • Electrical failure • HEP • FDA • Pick up rescue locomotive due to mechanical failure • On board cab signal or PTC failure • Operating with fire fight engine [due to mechanical failure] • Undesired emergency application • Radio failure • Unrecoverable penalty (PCS)
CON	Hold for Connection	• Hold for connecting train • Hold for Thruway bus • Hold for bus passengers from train
CTI	Commuter Train Interference	• Meet • Follow • Crossover or go around • Crosstraffic • Blocked from station track
CUI	Customs and Immigration	• Canada • United States • U.S. Border Patrol
DBS	Debris Delays	• Debris blocking track (no debris strike) • Debris strike
DCS	Signal Delays	• Restrictive signal(s) from known wayside signal failure • Restrictive signal(s) from unknown cause • Wayside detector failure including false actuation • Issue with automatic road crossing protection • Powerswitch failure • CTC system failure • PTC system failure (wayside) • Slide fence restriction due to false actuation or out of service • Drawbridge stuck open • Efficiency test (host railroad officers only) • Cab signal or ATS failure (wayside) • Signal suspension
DET	Use on Northeast Corridor Routes Only	• Catenary maintenance • Catenary failure
DMW	MW Work or Defect Repair	• Wait for MW clearance • Unable to contact Dispatcher / MW Foreman • Held for or routed around MW work or equipment • Hold for defect repair
DSR	Slow Order Delays	• Per bulletin • Per MW Foreman • Per Dispatcher (radio / phone)

Code	Title	Available Explanations
DTR	Detour Delays	• Derailment • M/W project • Flood / washout • Fire • Landslide / rockslide • Trees down
ENG	Engine Failure	• HEP • Air / brake • Legitimate wayside HBD or DED actuation • Onboard HBD alarm • Set out defective locomotive (due to mechanical failure) • Pickup rescue locomotive due to mechanical failure • On board cab signal or PTC failure • Operating with freight engine (due to mechanical failure) • Undesired emergency application • Radio failure • Failure of diesel engine • Traction motor • Loading problem • Unrecoverable penalty (PCS) • Other electrical failure
FTI	Freight Train Interference	• Follow • Meet • Cross over or go around • Cross traffic • Pick up / drop off freight crew • Blocked from station track • Hold due to freight derailment
HLD	Non-Disabled Passenger Related	• High passenger count • Passenger and/or baggage • Enforcement of carry-on baggage policy • Multiple stops • Group • Passenger smoke break
INI	Injury Delays	• Injured or sick passenger • Injured or sick employee
ITI	Initial Terminal Delays – Late Arriving Inbound Train	• Service, turn or wye train • Crew rest
MBO	Drawbridge Opening Delays	• For maritime traffic
NOD	Wait-For-Time	• Wait for scheduled departure time • Kill time to prevent early arrival
OTH	Miscellaneous Amtrak-Responsible Delays	• Lost time – N.A.R. • Heavy train • Person pulling emergency cord • Engine(s) isolated for fuel conservation
POL	Police Related	• Suspicious bag or bomb threat • On-train police or DEA activity • Right of way police hold • Fire Department hold • RR blocked by trespasser or vehicle strike by another train • Removal of passenger by police
PTI	Passenger Train Interference	• Meet • Follow • Cross over or go around • Wait for station track
RIE	Routing Delays	• Crossover(s) due to N.A.R. • Line manual or spring switch • Run via siding or slower track due to N.A.R. • Late / wrong track bulletins from host railroad • Inability to contact Dispatcher • Dispatcher hold • Routed to abnormal station track due to N.A.R.

Code	Title	Available Explanations
SVS	Servicing/ Switching Delays	- Fuel - Water, commissary, toilet / trash dumping - Routine inspections - Normal switch / set-out / pick-up of locomotives cars, or section of train - Switch private or office cars - Pick up equipment - Initializing PTC (no failure)
SYS	Crew and System	- Re-crew / job briefing - Copy authority / restriction [Note: applies only to single-engineer operation] - Delay in Block - Crew rest - Other late crew - Engineer restroom break - Late bulletins due to Amtrak cause - Efficiency test involving Amtrak officers - Alleged crew rules violation - Hold due to passenger train derailment - Blocked by or assisting another, disabled Amtrak train - PTC problem or failure (cause unknown) - PTC caused slow-down or penalty stop - Unscheduled passenger stop
TRS	Trespasser Incidents	- Trespasser strike - Vehicle strike - Animal strike - Vehicle on track ahead - Near-miss - Bridge strike by vehicle or boat
WTR	Weather Delay	- Heat Order - Cold order - High winds - Storm - Flash flood warning - Flood / washout - Fog - Landslide / rockslide - Trees down - Earthquake - Wet / slippery rail - Ice / snow on or under equipment - Leaf fire under equipment - Snow removal equipment working ahead

20. “Comments” Field for Delay-Entry Explanations – 255-Character Limit

The free-text “Comments” field for all delay entries has a limit of 255 characters. Spaces and all punctuation marks count towards that limit, not just letters and numerals. The numerical limit appears at the bottom right of the comments screen, just above the virtual keyboard on the eDR device’s display. The number will decrease (down to 0) as the Conductor types-in his or her comments. No additional text can be entered once the 255-character limit is reached. If a particular comment needs to be more than 255 characters, it is recommended that the Conductor split the comment between two adjacent delay entries covering the same delay-event.

21. Examples of Abbreviations for Use in Free-Text Explanation Fields

The following may be used in the "Other" or "Comments" free-text fields for delay entries in eDR.

Abb.	Stands for:
& or +	"and"
@	"at" or "at the rate of"
a/c	"account of" or "due to"
A.C.	air conditioning
Appro.	Approach, as in "Approach Signal"
Ar. or Arr.	arrive
B/O	bad-ordered
Bgge	baggage
C & I	Customs and Immigration (do not confuse this with the delay code "CUI")
Cdr.	Conductor
Clr.	Clear, as in "Diverging Clear" or "Medium Clear" signal
C/O	"Cut-Out" or "Change-out"
C.O.	Cold Order
CP	Control Point or Controlled Point (Also may be used for "Canadian Pacific Railroad.")
DD	defect detector
DED	dragging equipment detector
D.I.B.	delayed in block
Draw or DB	drawbridge/movable bridge
Dp.	depart
DS or Dispr.	Train Dispatcher
Dvrg.	diverging, as in "Diverging Clear", "Diverging Approach," etc
E., N., S., or W.	east, north, south or west
EMS or EMT	Emergency Medical Service; Emergency Medical Technician (s)
Eng	engine
Engr	Engineer
E.E./W.E.	east end/west end
Frt	freight
Frmn	(MoFW) Foreman
HBD	hot box detector
hcpd	handicapped (passenger)
Hwy.	Highway
H/O or H.O.	heat order
int. or intg.	interlocking
K.T.	"kill time" (wait for sch'd departure time or killing time into a station)
Ltd. Clr.	Limited Clear (signal)
L.O.R.	lost on run
Med. Clr.	Medium Clear (signal)

Abb.	Stands for:
MP	milepost
M.T.	Main Track
M of E	maintenance of equipment
MW or M of W	maintenance of way
N. A. R.	no apparent reason
N. F. W.	nothing found wrong
N.E./S.E.	north end/south end
# or No.	number
N/S	"No Signs" (temporary speed signs not displayed for this slow order)
O.O.S.	out of service
Pax or Psgrs	passengers
Psgr	Passenger (as in "psgr train")
P & B	passengers and baggage
PTC	Positive Train Control
P/U or P/Up	pick up or picked up
Pvt.	private (as in "pvt. car")
Rcv.	receive or receiving
Rd.	Road
Rd. Xing	road crossing
R.F.E.	Road Foreman of Engines
R.O.W.	right-of-way
RR	railroad
R. Railer	RoadRailer
S/O or S/R	slow order or speed restriction
S/O (2nd meaning)	set out (as in setting out a defective car)
Sgl.	signal
St.	Street
Sta.	station
Sub.	Subdivision
Sub. (2nd meaning)	substitute (as in an engine or car)
T.M.	Trainmaster
Tk. or Trk.	Track
TW	Track Warrant
UG	under-grade, as in "Under-grade Bridge"
UNK	Unknown
W/	with
Xing	crossing, as in "road crossing"
X-O or X/O	crossover (routing) move
Yd.	yard

22. Minutes of Delay (Lost Time)

The eDR program will require the Conductor to account for any lost time; and will always show lost time in minutes, not in "hours and minutes". Conductors must also ensure that their delay entries into the eDR program are also based exclusively on minutes. (For example, 2 hours 15 minutes is "135" minutes.)

23. Host Railroad (Two-Letter Code)

This is the railroad on which the train is operating, or is entering, when the delay occurs. (EXCEPTION: See Instruction 42, "Detoured Train".)

Also, at some specific locations where trains may operate over a very short segment of a railroad which is different from the primary Host Railroad's line, the eDR program is set-up to code delays for the primary Host Railroad.

The eDR program will handle the RR Code as follows, approaching and at stations or X-Point locations where the Host Railroad changes:

- For the last en-route segment preceding the Host-Railroad change location, the eDR device may require the Conductor to choose which Railroad Code applies, for all delays in this segment. Conductors must be sure to choose based on the criteria in the preceding and last paragraphs of this instruction.
- For detour ("DTR") delays in the "Service Disruptions" mode, and if the detour includes segments of two or more Host Railroads on the train's normal route, the eDR program will require the Conductor to choose among the Host Railroad codes for the railroads covered by the detour zone. In such cases the Conductor must choose the RR Code for the railroad on whose segment the rail-line blockage occurred causing the detour.
- In all other cases, the eDR program will auto-code the Host Railroad; the Conductor will not be able to alter that field.

If the break-point between two Host Railroads is a Control Point (CP) controlled by the RR the train is exiting, and if the delay is caused by that RR (for example, power-switch failure), the Conductor should select the RR Code matching the exiting Host Railroad.

24. Host-Railroad Codes

In situations where the eDR device requires the Conductor to choose a Railroad Code for any delay entry, the eDR program will obtain available RR Codes from the following master list.

AM	Amtrak (includes Washington Terminal, Hudson Line, New Orleans Terminal (N.O.U.P.T.), Amtrak Chicago Terminal, and Amtrak Line in Michigan)
BB	Buckingham Branch Railroad
BN	Burlington Northern Santa Fe
BR	Belt Railway of Chicago
CC	CN-IC — Former Illinois Central and GTW Railroads
CN	Canadian National
CP	CP Rail (former Soo Line portion only)
CR	Conrail Shared Assets (XT6-X1W = Detroit vicinity)

CS	CSX Transportation
CT	Chicago Terminal (CHI-CDL Conductor segments only: all routes between XCS & X9R)
DH	Delaware & Hudson (CP Rail)
DT	Denver Terminal (not currently used)
FE	Florida East Coast (not currently used)
FL	Florida DOT (South Dyer [XDY] – Miami, FL)
FR	Central Florida Rail Corridor
GT	Pan Am Railways (formerly Guilford Transportation)
KC	Kansas City Terminal
KS	Kansas City Southern (not currently used)
MA	Massachusetts D.O.T.
MC	Minnesota Commercial
ME	Metra
MI	Michigan D.O.T.
MN	Metro-North Railroad
MT	MBTA
NE	New England Central
NM	New Mexico D.O.T.
NS	Norfolk Southern
SN	San Diego Northern
SC	S.C.R.R.A. (Moorpark-LAX; LAX-XRJ; Fullerton-County Line (X98); El Monte-LAX via Metrolink route)
ST	Sound transit (XNI-XTW=Tacoma, WA vicinity)
TE	Trinity Railway Express – (Dallas – Ft. Worth)
TR	Terminal Railroad Ass'n of St. Louis (T.R.R.A.)
UP	Union Pacific
VR	Vermont Railway (Clarendon & Pittsford)
XC	Canadian National (used only between NFL and NFS – Trains 63 & 64)

25. “Waiting-For-Time” or “Killing Time” Delays

- Wait-For-Time** – A train which exceeds its Allowed Dwell Time at a station because it is waiting for its scheduled departure time, has incurred a “Wait-For-Time” delay.
- Kill-Time** – A train which operates at a slower-than-normal speed into a station to avoid an early arrival, has incurred a “Kill-Time” delay.
- Both types of delay must be accounted for**, under delay-code “NOD.”

26. Coding for Crew-Swap Delays

For trains stopping to exchange crews, delay from meeting the other train (code “PTI”) must be shown separately from delays caused by exchanging the crews (code “SYS”). For a train already stopped or slowing for the meet, only the standing-time dedicated to the crew swap is “SYS”; all other delay associated with the meet is “PTI”. If a train’s stop is only to exchange crews, all associated delay will be reported as “SYS”. This applies whether or not the crew swap was planned.

27. Delays Caused by Efficiency Tests

- a) Efficiency tests involving Amtrak officers:
 - Code the delay as "SYS".
 - Include the name(s) of the Amtrak officers in the delay explanation.
- b) Other efficiency tests (i.e., by Host Railroad officers only):
 - Code the delay "DCS".
 - Include the Railroad initials and name(s) of the Host Railroad officers making the test, if known.
 - Never combine this delay with other types of "DCS" delay, in the same entry.

28. Police Activity On Board Trains

Delay Code "POL" is usually reserved for delays caused by police or fire department activities extraneous to the train. However, "POL" may also be used for police activity on board the train, including involvement with passengers and/or removal of person(s) from the train. To qualify for Code "POL," the situation must include police involvement directed at an alleged or potential crime (example: theft, drug trafficking, assault, disorderly conduct, escaped convict, criminal suspect, fare evasion/stowaway, bomb threat, facial mask policy violation etc.), or improper conduct.

- Delays involving U.S. Customs, Border Patrol, INS, etc., should be coded "CUI."
- Delays involving sick or injured persons on the train, whether passengers or employees, including EMS and/or removal from the train, will be coded "INJ."

29. Abnormal Routing, Diversions, Dispatcher Holds, Etc.

- If train is delayed due to being routed abnormally through a diversion (crossover), through a siding, against the current of traffic or via other abnormal track or route, show the reason, if known.
- If the reason is not known, show "No Apparent Reason," or "N.A.R.", in the "Comments" field of eDR. (The delay code for this situation will be "RTE.")
- Delays caused by diversions should not be coded "DCS" unless the reason for the diversion is known to be due to signal failure or is otherwise signal-related.
- If the normal or optimum route for the train (including to access station platforms) includes one or more diversions or to line and/or restore hand-operated switches, and if time is lost and no other cause is apparent, the lost time should be coded "OTH."
- If delay is incurred at a station solely because the train was routed to an abnormal track at that station by a host

railroad's dispatching decision, the delay should be coded "RTE" and the explanation must show why the abnormal track routing was the cause. If the normal track was blocked by another train or by MofW work, etc., the delay code should be FTI, CTI, PTI, DMW, etc., as appropriate.

- However, if Amtrak requested the routing to an abnormal track at a station, any delay from related diversions should be coded "OTH"; and any station delay should be coded appropriately (e.g., "SVS", "CAR", etc.).
- Delays for diversions of 30-MPH or above, and with the home signal at the diversion point displaying "Limited Clear", "Medium Clear", or "Diverging Clear", generally should not exceed 2 minutes for a typical Amtrak train. (Auto Train may incur more than 2 minutes' delay due to its length and slower acceleration.)
- However, a diversion accompanied by Slow-Speed or other restrictive signal aspect(s) such as "Diverging Approach", "Medium Approach", "Approach Slow"/"Slow Approach", or "Restricting", may cause a delay exceeding 2 minutes. Such restrictive aspects must be documented in the "Comments" section of the delay entry covering the diversion.
- If a train is held by the Dispatcher and the reason for the hold is known, the resulting delay must be coded and explained for that reason. Example: if the Dispatcher held the train due to a vehicle stuck on the track ahead, the delay will be coded "TRS" and explained accordingly.

30. Train Interference Delays and Dispatcher Holds (CTI, FTI, PTI, RTE) Involving Rail-Line Blockages

If an Amtrak train is delayed in a situation where the rail line ahead is completely blocked or closed due to a specific debris, drawbridge-opening, police/fire department hold, trespasser, or severe-weather incident, the delay will be coded based on the blockage (e.g., DBS, MBO, POL, TRS, or WTR) up until the time when the rail line is re-opened, even if there is another train between the Amtrak train and the rail-line blockage.

Beginning at the time when the rail line is re-opened, any further delays will be coded CTI, FTI, PTI, or RTE, as applicable.

If the Conductor cannot ascertain specifically when the rail line is re-opened, the entire time the train is held will be coded for the cause of the blockage (i.e., for DBS, MBO, POL, TRS, or WTR, as appropriate).

Holding for a track or bridge inspection required by events such as a debris strike, bridge strike, road crossing accident, or vehicle stuck on the track, will be considered part of the associated “DBS”, “POL”, or “TRS” delay.

Holding for a track or bridge inspection due to an earthquake, flash-flood warning, tornado warning or other severe storm, will be considered part of the associated “WTR” delay.

If your train incurs a trespasser or vehicle strike, the delay code is “TRS”. However, if **another** train ahead incurs the trespasser or vehicle strike, causing the rail line to be entirely blocked, the delay code is “POL”

31. **Unscheduled Passenger Stops**

All time lost from unscheduled passenger stops will be coded “SYS”. These include State Fair stops, “mutual aid” for commuter services, and stops at non-scheduled stations for connecting passengers from other trains running late. Notation must be made in the “Comments” section of the explanation, as to the reason for the stop.

32. **Delays to Assist Another Disabled Amtrak Train**

Delays to assist another disabled Amtrak train will be coded “SYS”.

Examples of this situation include:

- Picking up a rescue locomotive to be ferried to the disabled train, or setting out a locomotive to be used by the disabled train.
- Combining with or towing the disabled train.
- Transferring passengers from the disabled train to your train.
- Blocked by another Amtrak train known to be ***disabled due to mechanical failure***.

33. **Slow-Order (DSR) Delays**

The beginning and endpoint limits and MPH speeds for every slow order causing delay must be shown. In double-track or multiple-track territory, the track number must also be specified.

Some slow orders will cause no or negligible delay. For example, a 0.1-mile, 60-MPH slow order in a 70-MPH timetable-speed segment will delay a short passenger train only 0.1 minute.

If a train is required to operate at Restricted Speed, the delay must **not** be coded “DSR” unless the reason is slow-order-related. Restricted-Speed delays are usually signal-related.

If a slow order is known to be caused by or related to police or fire department activity, the resulting delay must not be coded “DSR”, but will instead be coded “POL” and explained accordingly.

34. “Conductor Slow Order Calculation Table”

This table (copies available from Conductors’ local supervisors) may be used as a guide for determining the amount of delay, in minutes, from either a Slow Order or any other type of single delay in which the train decelerates rapidly from its normal speed, runs at a fixed slower speed for a given distance plus its own train-length, and then rapidly resumes the same normal speed. The table (based on a consist of one P-42 locomotive and 12 mixed-type single-level passengers, operating on level track) will give “Minutes” values based on:

- Normal Speed up to 80 MPH (in increments of 10 MPH),
- Slow Order speed from 10 MPH to 60 MPH in increments of 5 MPH, and
- The length of the restriction in increments of 0.1 mile, up to 2.0 miles.

The “Minutes” values in the table include time lost from deceleration and acceleration, and for operating one train-length through the slow order. Note that “normal speed” may be lower than Maximum Authorized Speed or timetable speeds for the area in which the slow order occurs. Also note: the values in this table may not be accurate for Auto Train due to its longer train-length, and slower acceleration, than a conventional passenger train.

Two versions of this table are available: one giving values rounded to the nearest whole minute; and one giving values to the nearest one-tenth of a minute (0.1 minute).

This feature is also available electronically, on the eDR device.

35. Signal Delays or Lost Time

If the normal or optimum route or operation includes restrictive signals, and if time is lost and no other cause is apparent, the lost time should be coded “OTH”.

Delays from restrictions caused by a problem or issue with automatic road-crossing warning apparatus, or by a slide fence being taken out of service, are considered Signal Delays (Code “DCS”).

Delays from “Rule 6.21.3” restrictions on the Union Pacific (sometimes referred to as “peek-a-boo” orders) will be coded “DCS”.

36. Mechanical Delays (Codes CAR, CCR or ENG)

All mechanical delays must be documented by the following specific information in the delay explanation:

- The car and/or locomotive number(s) of equipment which caused the delay, if known (including the “800000” car number, as listed on the train manifest, if the equipment was a private car); and
- The specific reason(s) why the delay was a mechanical failure, if known.

The eDR program will require identification of the equipment involved in mechanical delays. For “ENG” delays involving non-Amtrak-owned locomotives, the initials of the owner railroad or entity must be included with the engine number in the explanation.

Switching moves (such as set-outs of locomotives or private or office cars) which are **not** related to current or previous mechanical failure, are Servicing Delays (Code “SVS”). Pick-ups of previously set-out equipment will be coded “SVS” regardless of why the equipment was originally set out. However, if any delay due to a **mechanical** failure occurs during the move, that delay must be shown separately, coded as a mechanical delay, and explained.

Delays due to equipment damage caused directly by animal, debris, trespasser, or vehicle strikes are **not** considered mechanical delays.

37. Lost Time Due to Operating with Freight Locomotive

Lost Time due to operating with a freight locomotive requiring slower than normal speeds will be coded for the reason the freight locomotive is being used. For example, if a debris strike causes damage requiring a freight locomotive to be added to the head-end, all subsequent lost-run-time delays due to the freight locomotive’s slower allowed speed will also be coded as “DBS”.

38. Fuel Conservation Measures and Delays

Delays caused by isolation of one or more locomotive units for fuel conservation must be accounted for, under Delay Code “OTH.” The Conductor should confer with the Engineer during job briefing or trip as necessary to become aware of which unit(s) is (are) isolated and on which trip segments. Time lost due to fuel conservation measures must **never** be coded “ENG”.

39. Combined-Cause Delay Entries (Not Permitted)

For delays with two or more distinct types of causes, show the minutes associated with each cause as separate delay entries.

Never attempt to include two or more types of delay in one entry. (The eDR program will not allow more than one delay code to be shown for each delay entry.)

For a delay-event caused by first meeting a freight train and then a passenger train, or vice versa, the delay for meeting the second train begins at the time the first train clears the meet point, and ends at the time the second train clears the meet point.

If passenger trains are met at two or more separate locations within the same reporting segment, the resulting delays should be reported as separate entries.

40. Two or More Types of Delay at Same Location

If two or more types of **en route** delay occur at the same location, the Delay Code and explanation should match the delay requiring the slowest speed.

Example: If a train has a 30-MPH slow order, but is operating at Restricted Speed through the same area due to signal failure, the lost time would be accounted for as Signal Delay, "DCS."

Exception: Heat Order or Cold Order Delays (code "WTR"). For example, if a train in normally 79-MPH territory has a 60-MPH heat order but also a 25-MPH slow order, the lost time shown for the Slow Order ("DSR") Delay should be only the difference between 60 MPH and 25 MPH – not the difference between 79 and 25 MPH. The time lost between 79 MPH and 60 MPH will be included in the heat-order delay.

41. Showing Different Arrival and Departure Times at X-Point Locations Where Host Railroad Changes

If your train is held or otherwise stopped at an X-Point location which is the boundary point between two Host Railroads, you must show separate Arrival and Departure times for the location. There are two ways this can be done.

- Use the "Insert X-Point Dwell" feature on your eDR device (the preferred method); or
- Show the Arrival Time in the "Comments" section of the explanation for the relevant delay entry. (This method is to be used only if the "Insert X-Point Dwell" function fails.)

If the train does not actually come to a stop at the location, this instruction will not apply.

42. Detoured Train

A train is considered “detoured” if it is re-routed off of its normal rail line, subdivision, etc. (Being routed onto another track on the same rail line is not a detour delay.) If this occurs, all lost time on the detour must be coded “DTR” (Detour Delays), regardless of the reason for the detour. This applies regardless of whether or not any scheduled stations or normal servicing stops were bypassed by the detour, and regardless of any events which occur while the train is on the detour route.

(Note: The Conductor may document specific major events which delayed the train on its detour route, using the “Comments” field in the explanation for the “DTR” entry.)

The eDR program can be used to set up a Detour Delay in three different ways:

- a) The detour is only between two adjacent reporting points in the eDR device (i.e., it affects only one segment):
 - The eDR program will not allow the Conductor to set-up the detour under the “Service Disruptions” feature – the Detour Delay must be submitted as a simple “DTR”-coded entry.
- b) The detour bypasses two or more segments of only **one** Host Railroad on the train’s **normal route**:
 - The Conductor will need to set up the detour using the “Service Disruptions” feature in eDR.
 - This will automatically combine all of the bypassed segments on the normal route, into the calculation of **one** figure for lost time for the detour, as soon as an arrival time for a reporting location back on the train’s normal route is posted on the eDR device.
- c) The detour bypasses segments of **two or more** Host Railroads on the train’s **normal route**:
 - The Conductor will need to set up the detour using the “Service Disruptions” feature in eDR.
 - This will automatically combine all of the bypassed segments on the normal route, into the calculation of **one** figure for lost time for the detour, as soon as an arrival time for a reporting location back on the train’s normal route is posted on the eDR device.
 - The eDR program will give the Conductor a mandatory choice of Host Railroads for the “DTR” delay entry, based on all the railroads on the normal portion of the route bypassed by the detour. If so, the Conductor must choose the Host Railroad matching the

bypassed segment on the train's normal route which was the cause for the detour. (For example, if the normal route bypassed by a detour includes segments of Host Railroads "AB", "CD", and "EF", and if the cause was a washout on Railroad "CD's" segment, select Railroad "CD" for the "DTR" delay entries.)

- If the Conductor is unable to determine which Host Railroad segment on the train's normal route was blocked, causing the detour, then the "DTR" delay should be coded for the first Host Railroad on the portion of the normal route which was bypassed.

Note: delays which occur **at** locations on the train's normal route must **never** be coded "DTR", even if the delay involves preparing to enter a detour, or post-detour activity related to it. Code "DTR" is to be used **only** for Lost Time on the actual detour-segment itself.

If the specific locations where the train physically left or returned to its normal route are not at stations or X-Points already in the eDR program for your train, note those specific locations in the "Comments" field of the Detour Delay.

If the train's detour covers more than one Conductor segment on the normal route, the following must occur:

- The Conductor covering the segment within which the train **leaves** its normal route and enters the detour route must:
 - Set up the detour in their eDR device **before** the train begins the detour, if possible; setting it up for the **entire length of the detour** (if known in advance), even if the detour extends past the location on the detour where that Conductor goes off-duty. This will prevent a sighting on the train's normal route from interfering with the ability to set up the detour in eDR.
 - Ensure that a Departure Time sighting is posted in eDR for the last reporting location showing for the train's normal route before the detour commences.
- The Conductor covering the segment within which the train **re-enters** its normal route after the detour ends, must:
 - Ensure that an Arrival Time sighting is posted in eDR for the first reporting point showing for the train's normal route.
 - Account for all Lost Time shown for the detour in the eDR display.

If the eDR program will not allow the Detour Delay time to be properly accounted for, the Conductor who worked the last segment on the detour must contact the Customer Support Desk (800-205-0711) as soon as practicable, advise them of the situation, and request a “back-office” adjustment of the lost time on the detour. The Conductor must advise the Support Desk of all relevant particulars, including the specific locations and times when the train entered and exited the detour route.

43. Time-Zone Changes; En Route Change to Daylight Saving Time (DST) or to Standard (Winter) Time

The eDR program is designed to deal correctly with time-zone changes involving either stations or X-points.

The change to Daylight Saving Time (DST) may cause some overnight trains to become up to one hour late against their schedules. En route schedule lateness is not the same as delay; therefore, lateness caused by the change to DST must **not** be shown as a delay. However, the change from DST to Standard Time (ST) in late autumn may cause an overnight train to have to wait for its new scheduled departure time at the next station. This is actual delay, which must be shown under Delay Code “NOD” and explained as “Time change due to Standard Time.”

If the eDR program does not appear to handle DST to ST (or vice versa) correctly, or to show times at an individual location for the correct time zone, contact the Customer Support Desk and advise them of the particulars.

44. “Split” Trains

Trains 27 and 448 are “Split Trains”, originating at Spokane, WA and Albany-Rensselaer, NY from Trains 7 and 48, respectively. The eDR program will calculate the Split Train’s Initial Terminal delay (if any), based on the amount of time the train departed the split-location station late against schedule. However, the Conductor will need to calculate the causes of the delay as follows:

- Conductor must know the arrival time of the through train at the split-point location (eg., Train 7 at SPK).
- Initial Terminal Delay (if any) for the Split Train will be coded “NOD”, up to the amount of time the through train was late arriving against its schedule. The delay will be explained as late arrival of the through train.
- Any remaining Initial Terminal Delay will be coded and explained in the usual manner.

Train 27's Origin Date is the date Train 7 departed Chicago; and Train 448's Origin Date is the date Train 48 departed Chicago.

Delays to through trains combining with split trains inbound into the combination point, caused by waiting for the late-running inbound split train to arrive, will be coded "CON". This applies to Train 8 at Spokane waiting for late Train 28 to arrive, and to Train 49 at Albany-Rensselaer waiting for late Train 449 to arrive.

45. 1000-Series or 1100-Series Train Numbers

Occasionally a train, or part of a train's normal route, will be assigned a 1000-series or 1100-series prefix to the train number. For example, if Train 79's schedule is cancelled or suspended between Richmond, VA and Rocky Mount, NC due to an M of W project on CSX, the remaining Rocky Mount-Charlotte portion of the train's schedule may be assigned "Train 1079" or "Train 1179".

Occasionally the number of an **individual** train will be prefixed with "1000" or "1100" in its schedule. (For example, Train 3 may become "Train 1003" for one trip; or Train 92 may become "Train 1192.") This may occur around the date of a schedule change (either temporary or permanent), for an overnight train; or for some corridor trains during a major "Holiday Schedule." Conductors must always enter the train number on their eDR device, which matches the train number of their e-ticketing program and on their Train Manifest.

46. Amtrak Special Trains

The eDR program is not designed or intended to account for lost time or delays, to trains which are not regularly-scheduled Amtrak intercity trains, and the Conductor should not attempt to do so in eDR. As information, Amtrak Special Train Movements may be assigned schedule times and an 800-series or 900-series train number; and the Conductor may receive a Train Manifest under that train number. However, those two items alone **do not** qualify the movement as a train for which the eDR program will warrant or allow delays to be reported.

Special Note: Trains 97 and 98 may be reserved for a group movement for their entire journey each year (usually for two round trips per year). If and when this occurs, they are still Trains 97 and 98 for purposes of delay-reporting in eDR; they are not considered "special trains".

47. Amtrak vs. Host-Railroad Train Numbers

When signing-on to eDR, Conductors must always enter the train number matching that on their Train Manifest and e-ticketing program. Train numbers and/or letter prefixes used by some Host Railroads for Amtrak trains, if different from Amtrak's train number, must never be used when signing-on to eDR.

48. Bus-Bridge – Substitution for Train

If a bus-bridge is set up, Conductors should configure their eDR device to account for this situation under the "Service Disruptions" feature – "Disable Report Locations" – "Bus Bridge".

If a bus (or other alternate transportation) is substituted for a train, either planned or unplanned, Conductors **must not** attempt to enter arrival or departure times, or delay information, **for the bus** into their eDR device. Conductors should not attempt to enter a departure time for the station where the train stops and the bus-bridge begins; nor should they attempt to enter an arrival time at the station where the bus-bridge ends and the train resumes.

49. Operation of an "On-Time Section" of a Delayed Train From an Intermediate Station:

If an "On-Time section" of a late-operating train is dispatched out of an en route station on the train's scheduled route, the Conductors of both the late-running section and the on-time section must be aware that eDR cannot handle "overlapping" arrival or departure times due to its programmed logic intended to prevent entry of illogical times (such as an Arrival Time later than a Departure Time at the same location).

This may result in the Conductor of the late-running train being prevented from entering times and/or accounting for Lost Time via eDR as the train gets close to the en route station from which the on-time section had originated. If this occurs, the Conductor will still need to account for lost time on his/her segment, by submitting a Back-Up Delay Report (as per Instruction 55). This Conductor's reporting will still end with the train's arrival at the station from which the on-time section was dispatched.

The Conductor working the on-time section will begin reporting in eDR with the on-time section's actual Departure Time from the station from which it was dispatched. (In the event the Conductor of the on-time section needs to submit a Back-Up Delay Report for any reason, it should be labelled "On Time Section".)

The time at the en route station from which the on-time section originated will be a "gap," and will not be the responsibility of either Conductor.

If the late-running train departs from the en route station under the same train number that it had before it arrived there, the Conductor out of that station will need to submit a Back-Up Delay Report for any losttime. (This is because the on-time section's sightings will most likely prevent the late-running train's Conductor from entering sightings and/or delays.) This document should be marked "Late-Running Section" so that the Input Office is clear as to what train it is actually for.

On-time sections have been dispatched out of ALB, (Empire, Adirondack, or Ethan Allen trains), LAX (Surfliners), OKJ/ EMY (Capitol Corridor), and RGH (Carolinian). However, the situation could occur at any major en route station capable of dispatching a separate train in the event the normal train is operating very late.

50. Operation of Two Trains Coupled

If two trains are physically coupled, but neither train is cancelled or suspended for that part of the route, the Conductors of **both** trains will need to account for lost time of their respective trains for all coupled segments. The only exception would be if the Conductor of one train is no longer on duty. In addition, one of the two "coupled trains" may not automatically supply sightings into the eDR device; so the Conductor of that train, if available, will need to manually record sightings into the device – these should be the same arrival and departure times as for the other train to which it is coupled.

51. En Route Termination or Cancellation of a Train or Segment

If a train is terminated or cancelled en route, the Conductor must use the Service Disruptions feature of the eDR device to disable all reporting locations beyond the station where the

train was terminated or canceled. This is so that movement of the train's deadhead equipment to destination will not be treated by the eDR program as a live train, requiring an accounting of lost time.

EXCEPTION: For any segments where the train is still physically carrying passengers, the Conductor must not disable reporting locations, even if the Conductor is advised that the train has technically been terminated or cancelled there – delays must still be reported for those segments.

The Conductor should contact CNOC Operations, or the Customer Support Desk, for advice if in doubt as to whether to show a train as terminated en route under the Service Disruptions feature of eDR.

(Reminder: A train cannot "depart" from a station beyond which it has been suspended or cancelled.)

52. Cautions About Use of "Service Disruptions" Feature of eDR Program

When using the "Service Disruptions" feature of the eDR program, **never** utilize more than one of the following functions for the **same** segment or group of stations: "Change Initial Terminal", "Disable Report Locations", or "Detour". Using more than one of these functions for the same segment may cause the eDR program to calculate lost time incorrectly.

If necessary to un-do a "Service Disruption" which has already been set-up on the eDR device, be sure to completely back-out of anything already set-up under that feature **before** attempting to revise or set-up any of the disrupted eDR segments for normal route or operation. For example, if you have already set-up a train for a Detour under Service Disruptions from Stations "AAA" to "ZZZ" but then you need to show the train as returning to its normal route between Stations "GGG" and "ZZZ", you **must** first completely un-do the AAA-to-ZZZ detour. Failure to follow this procedure could result in the eDR application not functioning properly.

53. Two-Hour eDR Submission Deadline

All work in the eDR system must be completed within two (2) hours after the train's actual arrival time at the last station for the segment for which the Conductor showed he or she was responsible for recording lost time (i.e., the Conductor's

off-board point). The eDR program will not permit additional delay entries or manual sightings, or changes to delay entries or sightings, after this deadline.

Exception: A Conductor who still has unaccounted for Lost Time after the 2-hour deadline has passed, may still be able to account for the delays involved, via the eDR device, if he or she has received an “Alert” on the device showing one or more “Open” reporting segments. The Conductor must log back into the train and account for the Lost Time, as soon as practicable.

Note: The Conductor should review his or her entire trip segment on the eDR device at end-of-trip to ensure that all lost time has been accounted for. This is done by looking for “OP” (“Open”) items in any segment in the display for the Conductor’s trip segment.

If the Conductor needs to submit or change sightings or delay entries after the 2-hour deadline has passed, and cannot do so via eDR, he or she will need to fax a “Back-Up Copy” using a paper Delay Report form. For specific procedures, refer to Item 5 of Instruction 55, below.

54. Customer Support Desk

The Conductor should contact the Customer Support Desk [REDACTED] as soon as practicable for assistance with eDR issues, including:

- Inability to sign-on to eDR.
- Inability to access the train, or to enter or correct sightings or delays in eDR;
- Trouble with time-zone or similar issues.

55. What to Do if Unable to Sign-in to eDR or to Submit Delays and/or Enter or Correct Sightings Via eDR:

1. Attempt to use another eDR device on the train. If such attempts are unsuccessful, proceed to Step 2.
2. Contact the Customer Support Desk and request their assistance in getting eDR activated. If this fails, proceed to Step 3.
3. If a paper Delay Report form is available, use that as a worksheet for writing down delays during the trip.
4. During and at end of trip, attempt to utilize eDR again. If unsuccessful, proceed to Step 5.

5. Fax a back-up copy of a paper Delay Report form to [REDACTED] [REDACTED] Be governed by the following:
- Fill-in **only** the information (i.e., delays and/or sightings) which you were unable to enter or correct electronically (or which you needed to enter or change after the eDR submission deadline had passed), on the back-up Delay Report. (Including delay information on the Back-Up Report which was already successfully submitted via eDR can result in duplicate entries for the same delay in the OTP System.)
 - Print **"Back-Up Copy"** across the top of the Delay Report (unless the form used already has that pre-printed). If submitting only corrections, print **"Correction Copy"** at the top of the form.
 - If any times or delay entries on the Back-Up Copy represent corrections of information previously submitted, note next to the items corrected, that they are corrections and not new submissions.
 - If faxing, ensure that the correct side(s) of the Back-Up Report pages are fed into the fax machine. Also ensure that the faxed document was successfully sent. (A fax-receipt coupon showing "OK" or equivalent, is sufficient for that purpose.) This applies even if the person faxing the document is not the Conductor.
 - Be sure the Train Number, Train Origin Date, Conductor's name, and Conductor's trip segment are entered on both the front side and back side of all sheets of the Back-Up Delay Report (in case a sheet is inserted into the fax machine wrong-side up).
 - **Do not** fax the back-up paper Delay Report to any Host Railroads; and if another employee (such as a Station Agent or Clerk) is actually doing the faxing, request that they also not fax this item to any Host Railroads.
 - **Do not** use group-dial settings on a fax machine to fax-in a paper Back-Up Delay Report, as these settings often include fax numbers for Host Railroads.
 - If the data is e-mailed, ensure that the e-mail and any intended attachments are sent to the Oakland Operations office at [REDACTED].

Note: nothing in this instruction is to be considered authorization to violate the Hours of Service Limits.

56. Software Updates to eDR Devices



57. “X-Point” Locations

- a) Arrival, departure, or passing times at these locations may be automatically reported by a Host Railroad or by NTAMS, or may depend on manual entry by the Conductor.
- b) “Alpha-Numeric” X-Codes: Some X-code combinations may use a number instead of a letter, as the second and/or third characters. For example, “XB0” (third character is “zero,” not the letter “O”) is “Baron Interlocking, Michigan.”
- c) If the X-Code point is the boundary between two Host Railroads, at least a departure time must be shown by the eDR device, for it to be able to calculate how much time (if any) the train lost in that vicinity. If automatic reporting methods fail to register a time in the device, or register an incorrect time, the Conductor will need to enter or correct the time manually.

58. X-Point Locations Used in eDR

The following table is a list of X-Point locations which may be found when using eDR. (The list is alphabetical by the Location Code.)

X-Points Shown For Trains in Conductors' eDR Devices			Function	
Code	Location	Time-Zone	Sub. for Trains Not Stopping at Adj. Station	
			Break-up PRT Segments	
			Host-RR Boundary	
			RRs	
XAC	Altus, CO	M	X	
XAM	Ashland, NE	C	X	
XAR	Argentine, KS (Fuel pad)	C		
XAW	Shaw, TX	C	X	
XAX	CP-143, NY (R48 only)	E		
XAZ	Alaqua, NY	P	X	
XAI	AF Interlocking, VA	E	X	CS - NS
XAS	CP-Albion, MI	C	X	
XBB	Bond, CO	M	X	
XBI	CP-Bloom, PA	E	X	CS - NS
XBZ	Banning, CA	P	X	
XBO	Barnes, MI	E	X	CC - MI
XBT	Birney Jct., CA	P	X	
XBX	Bluestem, WA	P	X	
XCC	Cascade Summit, OR	P	X	
XCG	Casa Grande, AZ	M	X	
XCP	CP-75, NY	E	X	AM - MN
XCS	Clark St. (16th St.), Chicago	C	X	CC - CT
XCW	Corral, WA	P	X	
XC7	Congo, MO	C	X	BN - KC
XDC	Dotsen, CO	M	X	
XDD	Deland, FL (Auto Train only)	E	X	CS - FR
XDI	South Dillon, SC	E	X	
XDJ	Dahlgren Jct., VA	E	X	
XDV	South End Dyer sdg., FL	E	X	CS - FL
XDZ	Diaz Jct., AR	C	X	
XEA	Eagle Lake, TX	C	X	
XEB	East Bridge Jct., IA	C	X	CC - UP
XEF	81st Street, Chicago	C	X	BR - UP
XEI	East City Jct., IA	C	X	AM - NS
XEL	El Monte, CA	P	X	SC - UP
XEN	Scenic, WA	P	X	
XFA	Falconia, TX	C	X	
XFD	Friend, NE	C	X	
XFG	Frederick, OR	P	X	
XFI	Field, PA	E	X	CS - NS
XFI	Fox Jct., CO	M	X	BN - UP
XFL	Florence, SC (Auto Train only)	E		
XFP	Fuel Pad (Harrisburg), PA	E		
XFS	Fields, OR	P		
XFT	Fullerton Jct., CA	P	X	BN - SC
XFW	Fishtrap, WA	P	X	
XFY	Fayetteville, NC (A.T. only)	E	X	
XFZ	Fraser River Jct., BC	P	X	
XGA	Grand Ave., St. Louis, MO	C	X	TR - UP
XGB	Gold Bar, WA	P	X	
XGH	Gold Hill, MO	C	X	
XGO	Gould Interlocking, MI	E	X	CC - MI
XGT	Grant Tower, UT	M		
XHF	CP-189 (Hoffman), NY	E	X	AM - CS
XHT	Hondo, TX	C	X	
XHO	Harrison, OH	E	X	
XH3	S.E. Hwy, OR	P	X	
XH6	CP-507 (Hammond), IN	C	X	
XIA	Ideta, NM	M	X	BN - NM
XIC	Iris, CA	P	X	
XIO	Irondale, CO	M	X	
XIB	Iowa Jct., IA	C	X	BN - UP
XUD	JD Cabin, VA	E	X	BB - CS
XJG	S. Jesup, GA	E	X	
XJM	Jax, AR	C	X	
XJU	Jud - Bald Knob, AR	C		

X-Points Shown For Trains in Conductors' eDR Devices			Function	
Code	Location	Time Zone	Sub. for Trains Not Stopping at Adj. Station	
			Break-up PRT Segments	Host-RR Boundary
				RR's
XX	Jacksonville, FL (Auto Train)	E	X	
XXA	Skamania, WA	P	X	
XXB	Bismark, MO	C	X	
XXG	Kingsbury, TX	C	X	
XXN	Knobel, AR	C	X	
XXCR	Kremmling, CO	M	X	
XXCS	Kingssee, SC	E	X	
XXCV	Kirby, TX (Fuel pad)	C	X	
XXL	Live Oak, IA	C	X	BN - UP
XXLN	Lamar, NM	M	X	
XXLO	Lorton Switch, VA (Auto Train)	E		
XXLQ	Lafayette (Crislow), QC	E		
XXLY	Langtry, TX	C	X	
XXLZ	Luzerna, AZ	M	X	
XXMC	CP 28 (MCI) Drawbridge, MI	C	X	
XXMP	Menards Park, MN	C	X	CP - MC
XXMQ	Midway, TX	C	X	
XXMR	CP Las Posas, CA	P	X	SC - UP
XXMS	Massie, NV	P	X	
XXMY	Murder, IN	C	X	
XXMZ	Marathon, TX	C	X	
XXNF	East Northfield, MA	E	X	GT - MA
XXNH	New Haven, CT	E	X	
XXNI	Nesquehanna, WA	P	X	BN - ST
XXNN	CP Cannon, PA	E		
XXOD	Odesa, WA	P	X	
XXOI	Opal Jct., TX	C	X	BN - UP
XXOO	Lookout, OR	P	S	
XXOR	Orange, VA	E	X	BB - NS
XXOH	Dayton Hall, SC (Auto Train)	E	X	
XXPF	Spofford, TX	C	X	
XXPI	CP 482 (Porter), IN	C	X	W - CS - NS
XXPP	Pacific Jct., IA	C	X	
XXPR	Port Chicago, CA	P	X	BN - UP
XXPX	Pecan, FL (Auto Train only)	E	X	
XXPO	Rainbow, NH/MA	E	X	GT - MT
XXPB	Poinciana, FL	E	X	CS - FR
XXPS	Pleasant St. Grand Rapids, MI	E		
XXQN	Q-N Interlocking, DC	E	X	AM - CS
XXQT	Q-Towers, IL	C	X	TR - UP
XXRB	Rosenburg, TX	C	X	
XXRC	Rock Creek Jct., MO	C	X	KC - UP
XXRD	CP-187 (Post Road), NY	E	X	AM - CS
XXRI	CP-Sosa, CA	P	X	BN - SC
XXRN	Charlie Baker, NC (Auto Train)	E	X	
XXRO	Rondout, IL	C	X	CP - ME
XXRU	Russell, KY (Fuel pad)	E		
XXRV	Greensboro, VA (Auto Train)	E	X	
XXSA	Central Jct., GA (Auto Train)	E	X	
XXSC	Church, CA	P	X	BN - UP
XXSD	CP-12, NY	E	X	AM - MN
XXSE	Selma, NC	E	X	CS - NS
XXSF	Sanford Switch, FL (Auto Train)	E		
XXSH	CP-216, NY	E	X	AM - MN
XXSJ	San Felipe Jct., MO	C	X	BN - KC
XXSK	Keddie Jct., CA	P	X	BN - UP
XXSN	Silver Zone, NV	P	X	
XXSO	Shed-10, CA	P	X	
XXST	St. Anthony, MN	C	X	BN - MC
XXSU	Southport Jct., LA	C	X	AM - NS
XXSV	CP-485, NY	E	X	AM - DH

X-Points Shown For Trains in Conductors' eDR Devices				Function	
				Sub for Trains Not Stopping at Adj. Station	
				Break-up for Segments	
				Host-RR Boundary	
Code	Location	Time Zone			
XS2	Smelter, UT	M		X	
XS6	Sherman, FL	E		X	
XTF	CP-21st Street, Chicago	C	X	X	AM - NS/CC
XTH	Thermal, CA	P		X	
XD	Thomton Jct., IL	C	X	X	CS - UP
XTS	Siera Blanca, TX	C		X	
XTT	Tornillo, TX	C		X	
XTW	T.R. Jct. - Reservation, WA	P		X	BN - SF
XT6	CP-Townline, MI	E		X	CR - MI
XUA	Union Ave., Chicago	C		X	AM - BN
XUD	North UD Interlocking, IL	C		X	CC - UP
XVB	Vancouver (All time), BC	P			
XVE	L'Enfant (VRE) station, DC	E			
XVG	CP-Virginia, DC	E		X	AM - CS
XV7	CP BX, VA	E		X	CS - HS
XVA	Western Ave., Chicago	C			
XVB	West Bridge Jct., LA	C			
XVC	Westwater, UT	M		X	
XVG	Whitcomb, WA	P		X	
XVH	CPC-77, NY	E		X	DH - VR
XVJ	West Junction, TX	C		X	
XVK	Wicks Riverside, MO	C		X	
XVL	N. Weldon, NC	E		X	
XVR	WR Interlocking, IL	C		X	GW - UP
XVS	Wesq, NV	P		X	
XVV	Winton, WA	P		X	
XVY	Wray, CO	M		X	
XVZ	Wilton, AZ	M		X	
XW1	Wann Interlocking, IL	C		X	GW - UP
XW3	Williamsville, MO	C		X	
XW6	Whirlwind, NV	P		X	
XXP	Plainview, CO	M		X	
XXS	Soldier Summit, UT	M		X	
XYM	Yemassee, SC	E	X	X	
XZS	Sentinel, AZ	M		X	
XUJ	CN Jct., BC	P		X	
XIX	CPR-1, MA	E			AM - MA
XIW	CP- Conrail-W. Detroit, MI	E		X	CC - CR
X3V	CP-Crates, VA	E		X	
X4S	74th Street, Chicago	C		X	ME - BR
X40	CP-518, Chicago	C		X	NS - ME
X5S	Tower 55 (BNSF), Ft. Worth	C		X	BN - UP
X88	Blaine, WA (U.S. Immig.)	P			
X9L	CP-Canal, Chicago	C		X	AM - ME
X9R	CP-Roosevelt, Chicago	C		X	CT - CC
X90	CP 180 (DOA), MI	E	X		
X81	CP-181, OH	E		X	CS - HS
X86	CP-86, OH	E			
X98	County Line, CA	P		X	SC - SN

59. Delays Related to Positive Train Control (PTC)

This instruction applies to delays associated with any variant of PTC (ASCES, I-ETMS, ITCS, etc.) in use on Host Railroads. Only delay codes DCS, ENG, CCR, SVS or SYS should be used to report PTC delays.

The table below identifies the specific circumstance and explanation to be used for each of these delay codes.

Delay Caused By	Delay Code	Delay Explanation to Select (In eDR Device)
Wayside PTC system failure	DCS	PTC system failure (wayside)
On board cab signal or PTC system failure on locomotive	ENG	On board cab signal or PTC failure
On board cab signal or PTC system failure on cab car	CCR	On board cab signal or PTC failure
PTC system problem or failure where cause is unknown	SYS	PTC problem or failure (cause unknown)
Slow-down or penalty stop caused by or related to operation with PTC	SYS	PTC-caused slow-down or penalty stop
PTC initialization where no PTC system failure is involved	SVS	Initializing PTC (no failure)

To enter delays associated with PTC, follow the steps below:

1. Select one of the delay codes from the list above. **Do not** use delay code "OTH" for PTC delays.
2. Select the PTC-related explanation from the delay code drop-down list in eDR and shown in the list above.
Note: SYS has two explanation options available.
3. Provide additional specific or relevant facts about the PTC delay using the Comments option in eDR.

Delay caused by PTC issues must never be included in the same entry as re-crew delays or other causes. It must always be shown as a separate entry.

60. Lower Maximum Speed due to Previously-Declared PTC Failure

If your train's maximum speed is restricted due to a previously-declared failure of PTC, the delay code for any lost running time directly caused by that restriction should match the cause of the PTC failure – i.e., "CCR" or "ENG" if the failure was known to be with on board equipment, "DCS" if the failure was wayside, or "SYS" if the specific cause of the failure was not known.

Delay Caused By	Delay Code	Delay Explanation (Conductor to Free-text)
Previous declared failure of wayside PTC system	DCS	Maximum speed restricted due to previous wayside PTC failure
Previous declared failure of PTC on locomotive	ENG	Maximum speed restricted due to previous on board PTC failure
Previous declared failure of PTC on cab car	CCR	Maximum speed restricted due to previous on board PTC failure
Previous declared failure of PTC where cause is unknown	SYS	Maximum speed restricted due to previous PTC failure (cause unknown)