

Electronic Delay Reporting (eDR) Overview

Topics for discussion:

1. Introduction to eDR
2. How are conductors trained?
3. How to access the application
4. How does a conductor know when delay has occurred?
5. How is lost time calculated?
6. How does a conductor submit a delay?
7. What are the delay code choices available to conductors and what do the codes represent?
8. What if a conductor makes a mistake or doesn't submit all data?
9. Follow-up Q&A

Introduction to eDR

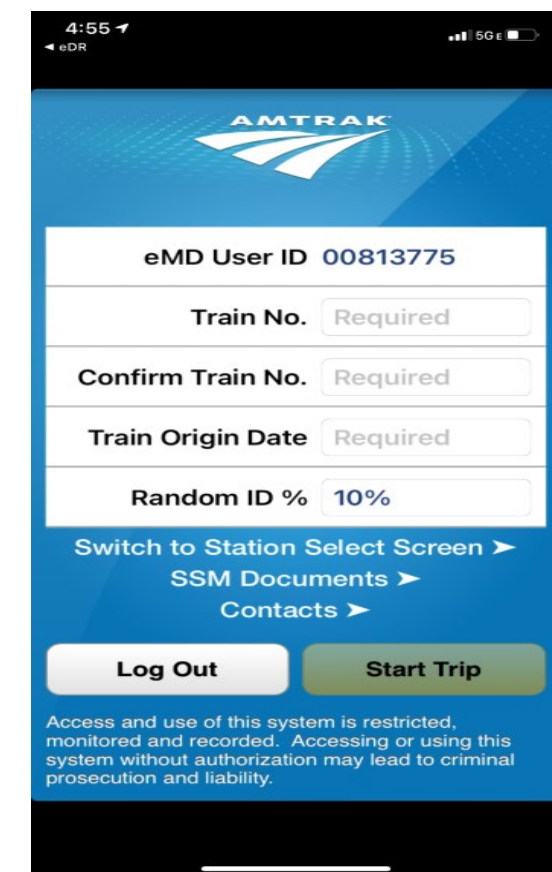
- All conductors must be familiar with the Conductor Delay-Reporting Instructions (contained in “Reporting and Recording Delays on Host Railroads) and associated Technical Advisories (TA), Operations Service Advisories (OSA) and Operation Standards Updates (OSU).
- Electronic Delay Reporting (eDR) was developed to automate and streamline the delay reporting process.
- eDR provides Amtrak with near-immediate access to train operating performance.

How Are Conductors Trained?

- Primary
 - Conductor Training in Wilmington, DE.
- Secondary
 - Corrective instruction provided to field managers.
 - Explanatory handouts (“Focus On’s”, Cheat Sheets, etc.).

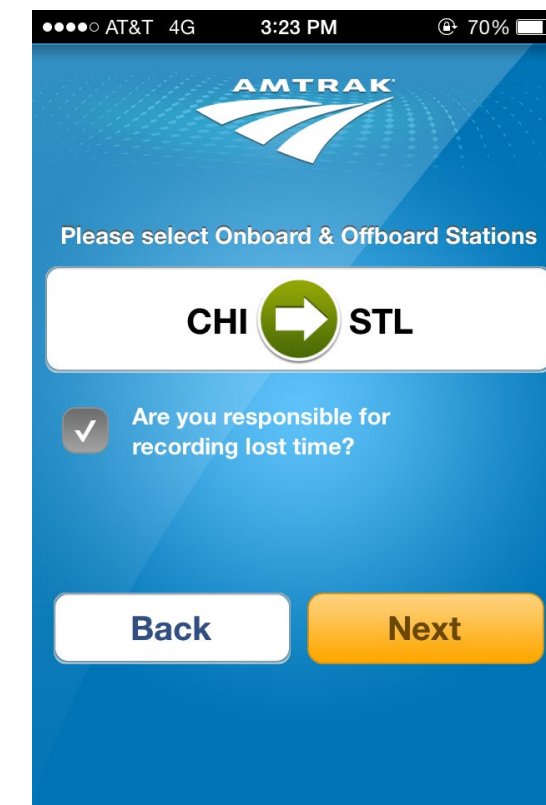
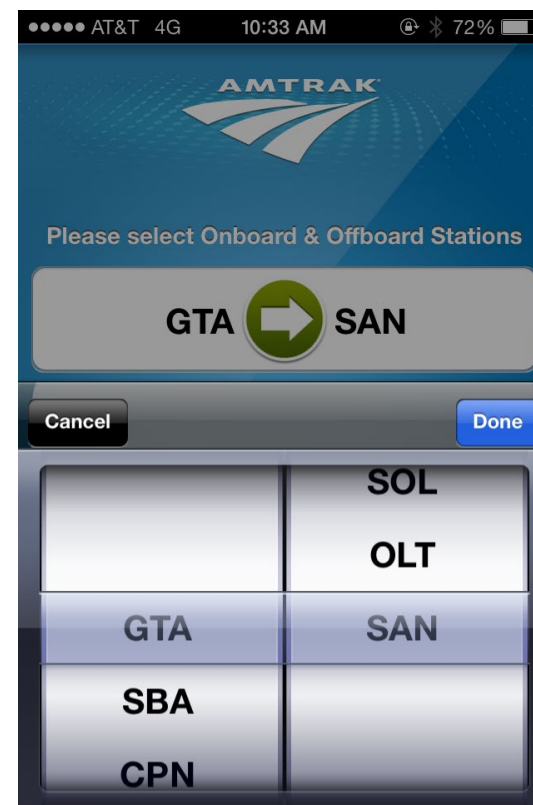
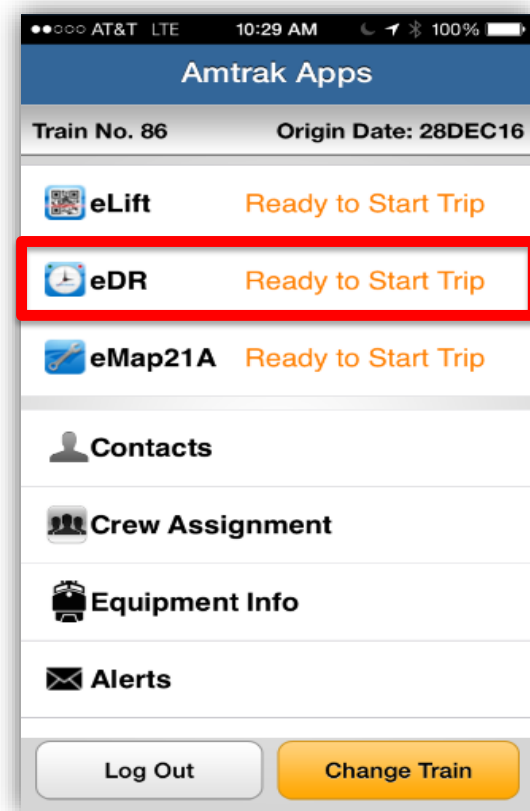
How to Access the eDR Application

- Must have an Amtrak-issued iPhone
 - eMD (eTicketing Mobile Device)- Nearly all eDR users will access eDR through an eMD. Primary way of accessing conductor applications for conductors and other onboard personnel + station/Thruway support.
 - COPE (Corporate-Owned, Privately-Enabled) device- Company issued cell phones that have been enabled to download the eMD conductor applications. These are typically field managers, and the vast majority will not have the ability to enter any data through eDR (read-only access).
- Login through the SignOn Application
 - User enters their personal credentials.
 - Must be granted access to login.
- Enter your train number and origin date.
 - You will only be able to enter data for the train/origin date for which you are signed in.



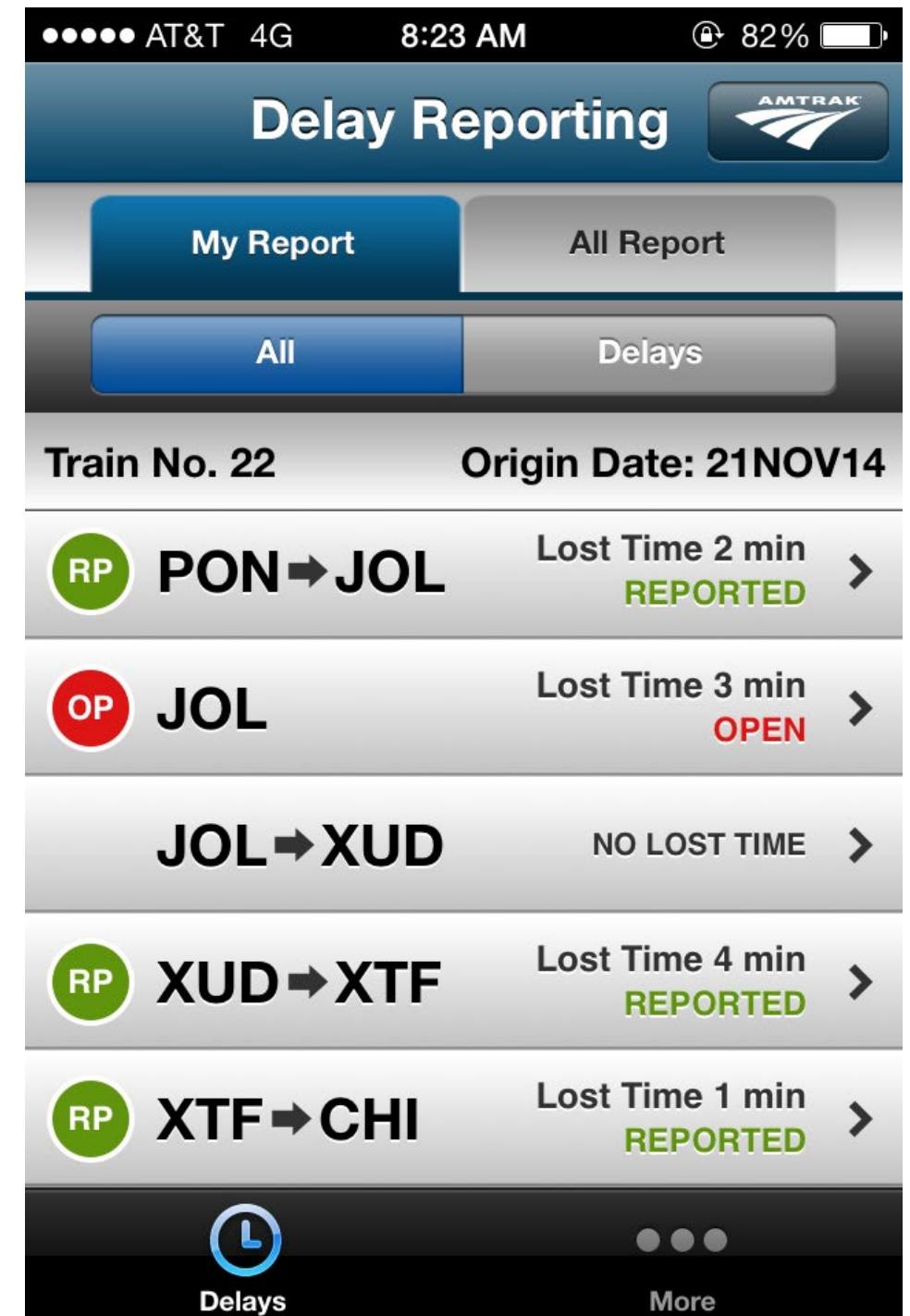
How to Access the eDR Application (cont)

- Select eDR once logged in.
- Select onboard/offboard points.
 - You will not be allowed to enter data outside of your chosen points.
- The conductor should take “reporting responsibility” if they are the one responsible for submitting delay data.
 - If you do not take reporting responsibility, you will only have read-only access.



How Does a Conductor Know When a Delay Has Occurred?

- A red “OP” (open) badge will show, indicating that there is lost time—or potential lost time (partial/missing OS time).
- Conversely, a green “RP” (reported) badge will show if the lost time has already been accounted for.
- If there is no lost time, there will not be a badge.



How Is Lost Time Calculated?

- Lost time is calculated based on the amount of pure run-time (PRT) or dwell in the segment, and in many cases, this can differ from the scheduled time between stations.
- The eDR application will do the time-math on how much time was spent in a segment and then compare it to the PRT/dwell in that segment.

The screenshot shows the 'Delay Details' screen in the AMTRAK app. At the top, there's a back arrow, the title 'Delay Details', and the AMTRAK logo. Below this is a header for the segment 'HOM → BAM' with a green 'RP' icon and an information icon. The main section displays departure and arrival times: 'Departed • 06:58 AM' and 'Arrived • 07:48 AM'. A 'Reason Codes' section shows 'DSR' with a duration of '8 min' and a right-pointing arrow. A white pop-up box with a red 'X' icon in the top right corner contains the following text: 'Elapsed: 50 minutes', 'PRT: 42 minutes', 'Sched. Depart: 6:49 AM', 'Sched. Arrival: 7:31 AM', 'Lost Time: 8 minutes', and 'Host: CS'. At the bottom, there are 'Clear' and 'Submit' buttons.

Reason Codes	
DSR	8 min

Elapsed: 50 minutes
PRT: 42 minutes
Sched. Depart: 6:49 AM
Sched. Arrival: 7:31 AM
Lost Time: 8 minutes
Host: CS

How Is Lost Time Calculated? (cont)

- Arrival and departure times (OS) are what determines the calculation of how much time has been spent in a given segment.
- Automatic sources of OS times:
 - Usually determined via geo-fence or trip-wire
 - Amtrak- NTMS/PIDS
 - Host RR- automated passing times
- Manual sources of OS times:
 - Amtrak station agents
 - Amtrak Control Centers
 - Conductors

How Does a Conductor Submit Delay?

- The reporting conductor would first tap on a line that indicates there is lost time—aka—an open segment.
- Next, they would tap “+ Add Delay Code”.
- Select the appropriate delay code.
- Select the amount of lost time (up to the amount of lost time available/remaining in the segment).
- Select/enter the explanation.
 - A list of canned entries is available for each delay code, as well as the option to enter a free-text entry. Additionally, the conductor has the option to add any additional free-text comments to a canned selection.
 - Appendix A will contain screenshots of the canned explanations.
- When finished, tap “Submit”.
- After the delay is submitted, the red “OP” badge will quickly change to an orange “PD” (pending) badge, before moving to a green “RP” badge.

The screenshot shows the 'Delay Details' screen of the AMTRAK app. At the top, the status bar shows 'Verizon LTE', '3:48 PM', and '95%' battery. The app header is blue with a back arrow, 'Delay Details', and the AMTRAK logo. Below the header, the train name 'MAC' is displayed with an information icon. The 'Arrived' time is '06:16 PM' and the 'Departed' time is '06:21 PM' with an 'edit' link. The 'Lost Time' is '3 min' and the 'Remaining Time To Report' is '3 min'. A yellow button labeled '+ Add Delay Code' is present. Below this is a section titled 'Reason Codes' with the message 'No delay code has been added.' At the bottom, there are two buttons: 'Clear' and 'Submit'.

What Are the Delay Code and Explanation Choices Available to Conductors?

- There are 27 delay codes available in eDR.
- These delay codes fall into three larger buckets.
 - Host responsible (8): CTI, DCS, DMW, DSR, DTR, FTI, PTI, RTE
 - Amtrak responsible (12): ADA, CAR, CCR, CON, DET, ENG, HLD, INJ, ITI, OTH, SVS, SYS
 - Third-Party responsible (7): CUI, DBS, MBO, NOD, POL, TRS, WTR
- Once a delay code is selected, the conductor can then provide the explanation (Appendix A).

Delay Code	
	DMW M/W Work or defect repair
	DSR Slow-Order Delays
	DTR Detour Delays
	ENG Engine Failure
	FTI Freight Train Interference
	HLD Non-Disabled Passenger-Related
	INJ Injury Delays
	ITI Late-Arriving Inbound Train Causing Late Release...
	MBO Drawbridge Opening Delays

DCS	
Lost Time	Required >
Explanation	Required >
Location	Required >
Comments	Optional >

What if a Conductor Makes a Mistake or Doesn't Submit All Data?

- A conductor can edit any *submitted* delay up to two hours post-arrival at their selected offboard point.
 - After that, edits can be funneled through Amtrak's Host Railroad Group (up to the end of month deadline).
- A conductor can submit any unreported delay (for valid open segments) up to the end of month deadline.
 - Any unsubmitted delay can also be funneled through Amtrak's HRG.
- Conductors and field managers may also submit backup/correction paper delay report forms to Oakland Operations, via fax/email.

Appendix A (Part 1 of 4)

AT&T LTE 2:34 PM 97%

ADA Explanation

- ☐ Mobility Impaired
- ☐ Wheelchair
- ☐ Service animals
- ☐ Vision / hearing-impaired
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:35 PM 97%

CAR Explanation

- ☐ Air / Brake / Wheel
- ☐ Door
- ☐ Toilet
- ☐ Heat / AC
- ☐ Legitimate wayside HBD or DED actuation
- ☐ Onboard HBD alarm
- ☐ Set out defective car

AT&T LTE 2:35 PM 97%

CAR Explanation

- ☐ Legitimate wayside HBD or DED actuation
- ☐ Onboard HBD alarm
- ☐ Set out defective car
- ☐ Electrical failure
- ☐ HEP
- ☐ FDA
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:36 PM 97%

CCR Explanation

- ☐ Air / Brake / Wheel
- ☐ Door
- ☐ Toilet
- ☐ Heat / AC
- ☐ Legitimate wayside HBD or DED actuation
- ☐ Onboard HBD alarm
- ☐ Set out defective cab car

AT&T LTE 2:36 PM 97%

CCR Explanation

- ☐ Electrical failure
- ☐ HEP
- ☐ FDA
- ☐ Pick up rescue locomotive due to mechanical failure
- ☐ Cab signal failure
- ☐ Operating with freight engine (due to mechanical failure)
- ☐ Undesired emergency application

AT&T LTE 2:36 PM 97%

CCR Explanation

- ☐ Pick up rescue locomotive due to mechanical failure
- ☐ Cab signal failure
- ☐ Operating with freight engine (due to mechanical failure)
- ☐ Undesired emergency application
- ☐ Radio failure
- ☐ Unrecoverable penalty (PCS)
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:36 PM 97%

CON Explanation

- ☐ Hold for connecting train
- ☐ Hold for thruway bus
- ☐ Hold for bus with passengers from train
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:36 PM 97%

CTI Explanation

- ☐ Meet
- ☐ Follow
- ☐ Cross over or go around
- ☐ Cross Traffic
- ☐ Blocked from station track
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:37 PM 97%

CUI Explanation

- ☐ Canada
- ☐ United States
- ☐ U.S. Border Patrol
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:37 PM 97%

DBS Explanation

- ☐ Debris blocking track (no debris strike)
- ☐ Debris strike (supply details in comment area)
- ☐ Other (fill-in free-entry field)



Appendix A (Part 2 of 4)

AT&T LTE 2:37 PM 97%

DCS Explanation

- ☐ Restrictive signal(s) from known wayside signal failure (supply d...
- ☐ Restrictive signal(s) from unknown cause
- ☐ Wayside detector failure including false actuation
- ☐ Issue with automatic road crossing protection
- ☐ Power switch failure
- ☐ CTC system failure
- ☐ PTC system failure

AT&T LTE 2:37 PM 97%

DCS Explanation

- ☐ Power switch failure
- ☐ CTC system failure
- ☐ PTC system failure
- ☐ Slide fence restriction due to false actuation or out of service
- ☐ Drawbridge stuck open
- ☐ Efficiency test (host railroad officers only)
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:37 PM 97%

DET Explanation

- ☐ Catenary maintenance
- ☐ Catenary failure
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:37 PM 97%

DMW Explanation

- ☐ Waiting for MW clearance
- ☐ Unable to contact dispatcher / MW foreman
- ☐ Held for or routed around MW work or equipment
- ☐ Hold for defect repair
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:38 PM 97%

DSR Explanation

- ☐ Per bulletin
- ☐ Per MW foreman
- ☐ Per dispatcher (radio/phone)
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:38 PM 97%

DTR Explanation

- ☐ Derailment
- ☐ MW Project
- ☐ Flood / washout
- ☐ Fire
- ☐ Landslide / rockslide
- ☐ Trees down
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:38 PM 98%

ENG Explanation

- ☐ HEP
- ☐ Air / Brake
- ☐ Legitimate wayside HBD or DED actuation
- ☐ Onboard HBD alarm
- ☐ Set out defective locomotive
- ☐ Pick up rescue locomotive due to mechanical failure
- ☐ Cab signal failure

AT&T LTE 2:38 PM 98%

ENG Explanation

- ☐ Operating with freight engine (due to mechanical failure)
- ☐ Undesired emergency application
- ☐ Radio failure
- ☐ Failure of diesel engine
- ☐ Traction motor
- ☐ Loading problem
- ☐ Unrecoverable penalty (PCS)

AT&T LTE 2:39 PM 98%

ENG Explanation

- ☐ Radio failure
- ☐ Failure of diesel engine
- ☐ Traction motor
- ☐ Loading problem
- ☐ Unrecoverable penalty (PCS)
- ☐ Other electrical failure
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:39 PM 98%

FTI Explanation

- ☐ Meet
- ☐ Follow
- ☐ Cross over or go around
- ☐ Cross Traffic
- ☐ Pick up / drop off freight crew
- ☐ Blocked from station track
- ☐ Hold due to freight derailment



Appendix A (Part 3 of 4)

AT&T LTE 2:39 PM 98%

HLD Explanation

- ☐ High passenger count
- ☐ Passenger and/or baggage
- ☐ Enforcement of carry-on baggage policy
- ☐ Multiple spots
- ☐ Group
- ☐ Passenger smoke break
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:40 PM 98%

INJ Explanation

- ☐ Injured or sick passenger
- ☐ Injured or sick employee
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:53 PM 99%

ITI Explanation

- ☐ Service, turn, or wye train
- ☐ Crew rest
- ☐ Other (fill-in free-entry field)

AT&T LTE 3:30 PM 100%

MBO Explanation

- ☐ For maritime traffic
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:53 PM 99%

NOD Explanation

- ☐ Wait for scheduled departure time
- ☐ Kill time to prevent early arrival
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:54 PM 99%

OTH Explanation

- ☐ Insufficient run time
- ☐ Heavy train
- ☐ Lost time - N.A.R.
- ☐ Person pulling emergency cord
- ☐ Engine(s) isolated for fuel conservation
- ☐ Other (fill-in free-entry field)

AT&T LTE 10:32 AM 91%

POL Explanation

- ☐ 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
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:40 PM 98%

PTI Explanation

- ☐ Meet
- ☐ Follow
- ☐ Cross over or go around
- ☐ Wait for station track
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:40 PM 98%

RTE Explanation

- ☐ 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.

AT&T LTE 2:40 PM 98%

SVS Explanation

- ☐ Fuel
- ☐ Water, commissary, toilet/trash dumping
- ☐ Routine inspections
- ☐ Normal switch / set out / pick up of locomotives, cars or section...
- ☐ Switch private or office cars
- ☐ Pick up equipment
- ☐ Other (fill-in free-entry field)



Appendix A (Part 4 of 4)

AT&T LTE 2:41 PM 98%

SYS Explanation

- ☐ Re-crew / job briefing
- ☐ Copy authority / restriction
- ☐ Delay in Block
- ☐ Crew rest
- ☐ Other late crew
- ☐ Engineer restroom break
- ☐ Late bulletins due to Amtrak cause

AT&T LTE 10:32 AM 91%

SYS Explanation

- ☐ Engineer restroom break
- ☐ Late bulletins due to Amtrak cause
- ☐ Efficiency test involving Amtrak officer(s)
- ☐ Alleged crew rules violation
- ☐ Hold due to passenger train derailment
- ☐ Blocked by or assisting another, disabled Amtrak train
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:42 PM 98%

TRS Explanation

- ☐ Trespasser strike
- ☐ Vehicle strike
- ☐ Animal strike
- ☐ Vehicle on track ahead
- ☐ Near-miss
- ☐ Bridge strike by a vehicle or boat
- ☐ Other (fill-in free-entry field)

AT&T LTE 2:42 PM 98%

WTR Explanation

- ☐ Heat order
- ☐ Cold order
- ☐ High winds
- ☐ Storm
- ☐ Flash flood warning
- ☐ Flood / washout
- ☐ Fog

AT&T LTE 2:42 PM 98%

WTR Explanation

- ☐ Landslide / rockslide
- ☐ Trees down
- ☐ Earthquake
- ☐ Wet / slippery rail
- ☐ Ice / snow on or under equipment
- ☐ Leaf fire under equipment
- ☐ Snow removal equipment working ahead

