



Conductor Delay Reporting, DSLE-TM, class instruction

Wilmington, DE

December 5, 2023

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AMTRAK_STB_0000449

Safety and Security Briefing



Emergency Preparation

Ensure all parties know the physical address of your location

Discuss location and retrieval of emergency equipment

Identify who is CPR qualified, who will call 911 and their backup

Communicate the site evacuation plan



Evacuation

Communicate the need to evacuate

Follow facility evacuation plan

Assist those who may need help evacuating

Wait for permission to re-enter the facility



Situational Awareness

Proactively identify and mitigate hazards

Always be cognizant of your surroundings

Follow rules and policies



Health and Welfare

Take seasonal precautions

Isolate if sick

Make wellness a priority



Security

See something, say something

Active Shooter: Flee, Hide, Fight

Display and verify proper identification



Cybersecurity

Pay attention to phishing traps in emails

Do not click on links or attachments from unknown sources

Report all suspicious activity and cyber incidents

Play this program in “Slide Show” mode . . .

. . . to see the answers for the multiple-choice “Situation” questions in Slides 29 through 88.

You can also view the program in “Normal” mode. This will show all of the bullet-points at the same time, in all slides; but you won’t see the answers to the “Situation” questions.

What is delay (What makes up a schedule)?

- Pure Running Time = the amount of time it takes to travel a segment at maximum authorized speed without delay
 - Recovery Time = the time added to the schedule (6%-8% or more) to compensate for all contingencies (delays) encountered en route
 - Dwell Time = the amount of time it takes to perform station work
 - Schedule = Pure Running Time + Recovery Time + Dwell Time
 - Published Schedule Arrival Times include Pure Running Time + Recovery Time
-
- Delay = excess time beyond Pure Running Time on a segment or Dwell Time at a station
 - **You can be on-time but still have delay**

Why is accurate delay reporting so important?

- **Real dollars at stake**: The Host Railroads could earn over \$100 million / year if they earned all available Performance Incentives by running our trains on time. Much of this money depends directly upon accurate delay reporting.
- **Regulatory / Legal**: Accurate times and delay data are critical to Amtrak's position before the STB, FRA, and Congress as well as in legal proceedings.
- **Management tool**: Accurate delay data is a critical tool for both Amtrak and Host Railroad senior management.
- **Amtrak's credibility at stake**: The quality of Conductor delay reporting is critical to accurate OTP information in our system.
- **Responsibility**: Accurate delay reporting enables Host Railroads and Amtrak departments (Transportation, Engineering, Mechanical) to be held responsible for delays which they cause.
- **Improvement**: Accurate data allows for accurate analysis and improvement.
- **YOU**, as field managers, are the first line of assistance.

Electronic “Handouts” / Instructional Aids

- “*Reporting and Recording Delays on Host Railroads*” 10-10-2022 version
- “*Slow Order Calculation Table*”
- “eDR Quick-Start Guide, Version 4.2” – March 2017
- “Focus-On” Sheet No. 17-03, re: changing Initial Terminal in eDR (PDF)
- Sample eDR “Cheat Sheets” (PDF’s): for “Change Initial Terminal”, “Detours”, “Bus Bridge”, Terminating Train, and “Insert X-Point Dwell”
- “Focus-On” Sheet for PTC delays
- Instructions for printing current Back-Up (paper) Delay Report forms from Amtrak’s Business Objects (BOBJ) system
- The “Delay-Code Quiz”
- Some of these items have been, or will be, sent to you via separate e-mails

Reporting and Recording Delays on Host Railroads

- The official delay-reporting instructions for Conductors.
- A.K.A., (informally) the “Bible” for how to report delays on Host Railroads.
- Available on Conductors’ eMD’s, under “SSM Documents ->”; “Service Standards Manuals”; “Reporting and Recording Delays on Host Railroads”. Current version: Effective October 10, 2022.
- Can also be found in the Service Standards’ site on Amtrak’s “All Aboard” website. (Slide 94 will give you specific instructions on how to find it from the “All Aboard” home page.)

Reporting and Recording Delays on Host Railroads

- Glossary (Instruction 2): Defines important terms, such as Detour, Lost Time, Pure Running Time, X-Point Location, and many others.
- Delay Code Definitions (Instruction 17): Defines the 27 Delay Codes available to Conductors. May be the most important instruction.
- Delay Titles and Explanations Shown in eDR Display (Instruction 19).
- Host Railroad (RR) Codes (Instruction 23).
- Diversions, Dispatcher holds, abnormal routings, etc. (Instruction 29)
- Rail-Line Blockages (Instruction 30).
- Blocked by or assisting another, disabled Amtrak train (Instruc. 32).
- Slow Order Delays; Slow Order Calculation Table (Instruc.'s 33, 34).
- “Combined-Cause” delay entries (Not Permitted !) (Instruction 39).
- “Back-Up” (paper) delay reports (if eDR fails) (Instruction 55).
- “X-Point” locations (list of – Instruction 58).
- PTC delays (Instructions 59 and 60).

Delay-Cause and Host-RR Coding (critical points)

- **Delay Code** must match the most direct cause (not root cause) of the delay.
- *Exception:* Detour Delays . . . Always “DTR”.
- The Delay Code must match the explanation.
- Most Direct Cause may change (e.g., FTI changed to POL due to trespasser)
- **RR Code** for holds at RR-break-point locations must be the Host Railroad the train is ***attempting to ENTER***. (Conductor-choice is possible only for some types of delay.)
- *Exception:* For Detour Delays, the RR Code is the Host RR on the normal route whose blockage ***caused*** the detour.
- Also, if the RR break-point is a Control Point controlled by the RR the train is exiting, and the delay is caused by that RR, Condr. may select the exiting RR's code. (Example: power-switch failure.)

Three types of responsible delays

- Host Responsible Delays
 - Interference - CTI, FTI, PTI
 - DCS, DMW, DSR, RTE
 - DTR
- Amtrak Responsible Delays
 - Passenger – ADA, CON, HLD, INJ
 - Mechanical – CAR, CCR, ENG
 - Initial Terminal – ITI
 - OTH, SVS, SYS
- Third Party Delays
 - CUI
 - DBS, POL, TRS
 - MBO, WTR
 - NOD

Exceptions to Host Responsible Delays - Rail-line blockages involving another train

- If the railroad is blocked by a trespasser or vehicle strike involving **another** train, the resulting delay to “your” train gets coded “POL” – not “CTI”, “FTI”, “PTI”, or “RTE”.
- The delay is treated as a Police Hold on Right-Of-Way for coding (Instruction 30). It is in the definition of Delay Code “POL” and is an eDR explanation option for “POL”.

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 or vehicle strike by another train).

POL	Explanation
☐	RR blocked by trespasser or vehicle strike by another train

Exceptions to Host Responsible Delays – Dispatcher Hold

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- If the train is held by the Dispatcher and the reason for the hold is known, the delay must be coded according to that reason.
- Covered by the last paragraph of Instruction 29:
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.
- If the train is held for a dispatching-related reason (e.g. shift change), or if the crew can't find out why the train was held, use "RTE". Same if the crew can't contact the Dispatcher to copy an authority.

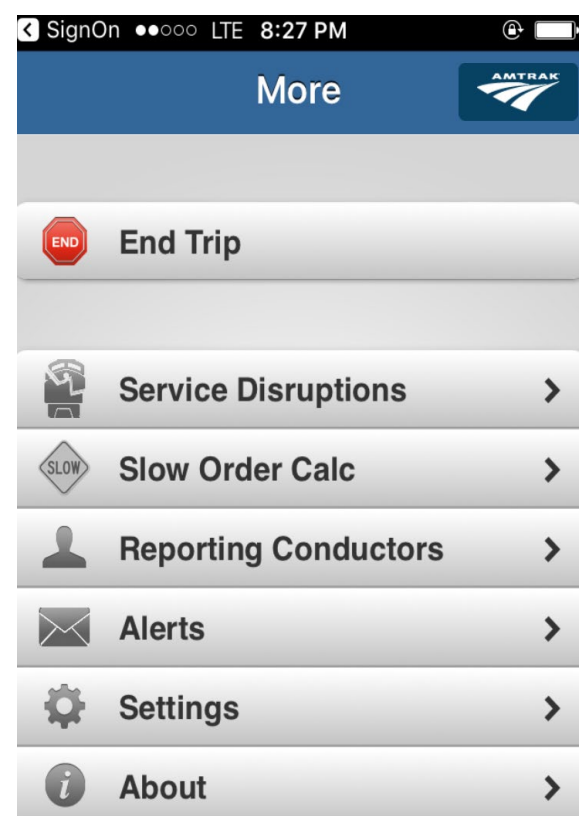
Conductor Slow Order Calculation Table

- Available as a printable Excel document.
- An aid to Conductors in figuring the approximate amount of minutes that a given Slow Order (“DSR”) will cause (round up to next minute).
- Here is the top half of the Table. (Bottom half goes up to 60 MPH S/O.)

	Conductor Slow-Order Calculation Table (Based on a consist of one P-42 locomotive and twelve [12] single-level passenger cars.)																									
SLOW ORDER LENGTH - IN TENTHS OF A MILE	SLOW ORDER SPEED - MINUTES OF DELAY (EXACT: TO NEAREST 1/10th MINUTE)																									
	10 MPH SLOW ORDER							15 MPH SLOW ORDER							20 MPH SLOW ORDER						25 MPH SLOW ORDER					
	FROM MAX. AUTH. SPEED OF:							FROM MAX. AUTH. SPEED OF:							FROM MAX. SPEED OF :						FROM MAX. SPEED OF :					
	79	70	60	50	40	30	20	79	70	60	50	40	30	20	79	70	60	50	40	30	79	70	60	50	40	30
0.1	3.6	3.1	2.6	2.2	1.8	1.5	1.0	2.9	2.4	1.9	1.5	1.1	0.8	0.3	2.4	1.9	1.5	1.1	0.7	0.4	2.1	1.6	1.1	0.8	0.4	0.1
0.2	4.1	3.6	3.1	2.7	2.3	1.9	1.3	3.2	2.7	2.2	1.8	1.4	1.0	0.4	2.6	2.1	1.7	1.2	0.9	0.5	2.2	1.7	1.3	0.9	0.5	0.2
0.3	4.6	4.1	3.6	3.2	2.7	2.3	1.6	3.5	3.0	2.5	2.1	1.6	1.2	0.5	2.9	2.4	1.9	1.4	1.0	0.6	2.4	1.9	1.4	1.0	0.6	0.2
0.4	5.2	4.6	4.1	3.6	3.2	2.7	1.9	3.8	3.3	2.8	2.3	1.9	1.4	0.6	3.1	2.6	2.1	1.6	1.2	0.7	2.6	2.0	1.6	1.1	0.7	0.3
0.5	5.7	5.2	4.6	4.1	3.6	3.1	2.2	4.2	3.6	3.1	2.6	2.1	1.6	0.7	3.3	2.8	2.3	1.8	1.3	0.8	2.7	2.2	1.7	1.2	0.8	0.3
0.6	6.2	5.7	5.1	4.6	4.1	3.5	2.5	4.5	3.9	3.4	2.9	2.4	1.8	0.8	3.5	3.0	2.5	2.0	1.5	0.9	2.9	2.4	1.8	1.4	0.9	0.3
0.7	6.7	6.2	5.6	5.1	4.5	3.9	2.8	4.8	4.2	3.7	3.2	2.6	2.0	0.9	3.7	3.2	2.7	2.1	1.6	1.0	3.0	2.5	2.0	1.5	1.0	0.4
0.8	7.3	6.7	6.1	5.6	5.0	4.3	3.1	5.1	4.6	4.0	3.5	2.9	2.2	1.0	4.0	3.4	2.9	2.3	1.8	1.1	3.2	2.7	2.1	1.6	1.1	0.4
0.9	7.8	7.2	6.6	6.0	5.4	4.7	3.4	5.4	4.9	4.3	3.7	3.1	2.4	1.1	4.2	3.6	3.1	2.5	1.9	1.2	3.4	2.8	2.3	1.7	1.2	0.5
1.0	8.3	7.7	7.1	6.5	5.9	5.1	3.7	5.8	5.2	4.6	4.0	3.4	2.6	1.2	4.4	3.9	3.3	2.7	2.1	1.3	3.5	3.0	2.4	1.8	1.2	0.5
1.1	8.8	8.2	7.6	7.0	6.3	5.5	4.0	6.1	5.5	4.9	4.3	3.6	2.8	1.3	4.6	4.1	3.5	2.9	2.2	1.4	3.7	3.1	2.5	2.0	1.3	0.5
1.2	9.4	8.8	8.1	7.5	6.8	5.9	4.3	6.4	5.8	5.2	4.6	3.9	3.0	1.4	4.9	4.3	3.7	3.0	2.4	1.5	3.9	3.3	2.7	2.1	1.4	0.6
1.3	9.9	9.3	8.6	8.0	7.2	6.3	4.6	6.7	6.1	5.5	4.9	4.1	3.2	1.5	5.1	4.5	3.9	3.2	2.5	1.6	4.0	3.4	2.8	2.2	1.5	0.6
1.4	10.4	9.8	9.1	8.4	7.7	6.7	4.9	7.1	6.4	5.8	5.1	4.4	3.4	1.6	5.3	4.7	4.1	3.4	2.7	1.7	4.2	3.6	3.0	2.3	1.6	0.7
1.5	10.9	10.3	9.6	8.9	8.1	7.1	5.2	7.4	6.8	6.1	5.4	4.6	3.6	1.7	5.5	4.9	4.3	3.6	2.8	1.8	4.4	3.7	3.1	2.4	1.7	0.7
1.6	11.4	10.8	10.1	9.4	8.6	7.5	5.5	7.7	7.1	6.4	5.7	4.9	3.8	1.8	5.8	5.1	4.5	3.8	3.0	1.9	4.5	3.9	3.2	2.6	1.8	0.7
1.7	12.0	11.3	10.6	9.9	9.0	7.9	5.8	8.0	7.4	6.7	6.0	5.1	4.0	1.9	6.0	5.4	4.7	3.9	3.1	2.0	4.7	4.0	3.4	2.7	1.9	0.8
1.8	12.5	11.8	11.1	10.4	9.5	8.3	6.1	8.4	7.7	7.0	6.3	5.4	4.2	2.0	6.2	5.6	4.9	4.1	3.3	2.1	4.8	4.2	3.5	2.8	2.0	0.8
1.9	13.0	12.4	11.6	10.8	9.9	8.7	6.4	8.7	8.0	7.3	6.5	5.6	4.4	2.1	6.4	5.8	5.1	4.3	3.4	2.2	5.0	4.4	3.7	2.9	2.1	0.9
2.0	13.5	12.9	12.1	11.3	10.4	9.1	6.7	9.0	8.3	7.6	6.8	5.9	4.6	2.2	6.7	6.0	5.3	4.5	3.6	2.3	5.2	4.5	3.8	3.0	2.1	0.9

Slow Order Calculation Table” in eDR

- Electronic (eDR) version of Excel sheet, works the same way.
- Slow-Order speeds every 5 MPH, from 10 MPH to 60 MPH
- “Normal” (maximum) train speed (20 MPH – 79 MPH) thru slow-order site.
- Length of the slow order, to nearest 0.1 mile.
- Example: A 25-MPH slow order in 79-MPH territory, for 0.4 mile . . .



< More Slow Order Calc 

Select MPH Slow Order, Max Auth. Speed and Slow Order Length. Tap "Done" to calculate

MPH Slow	Max Speed	Slow Length
10 MPH	79 MPH	0.1
15 MPH	70 MPH	0.2
20 MPH	60 MPH	0.3
25 MPH	50 MPH	0.4
30 MPH	40 MPH	0.5

Done

< More Slow Order Calc 

Select MPH Slow Order, Max Auth. Speed and Slow Order Length. Tap "Done" to calculate

MPH Slow	Max Speed	Slow Length
10 MPH		0.1
15 MPH		0.2
20 MPH		0.3
25 MPH	79 MPH	0.4
30 MPH	70 MPH	0.5
35 MPH	60 MPH	0.6
40 MPH	50 MPH	0.7
45 MPH	40 MPH	0.8

Done

< More Slow Order Calc 

Slow Order Minutes of Delay: 2.6

MPH Slow	Max Speed	Slow Length
10 MPH		0.1
15 MPH		0.2
20 MPH		0.3
25 MPH	79 MPH	0.4
30 MPH	70 MPH	0.5
35 MPH	60 MPH	0.6
40 MPH	50 MPH	0.7
45 MPH	40 MPH	0.8

Done

- Should cost a typical Amtrak train about **2.6 minutes** of delay.

Mechanical-Delay Codes: “CAR”, “CCR”, “ENG”

- These codes are for mechanical failures, or for delays from failure of the Mechanical Department to properly service or maintain the equipment.
- Changing-out defective equipment at a terminal is a Mechanical Delay, not a Servicing Delay. It is **not** routine servicing.
- Equipment damage from debris, vehicle, animal, or trespasser strikes are **not** Mechanical Delays. They are “DBS” or “TRS” delays. This includes set-outs of damaged equipment.
- If a **working** cab car has a mechanical failure of its control equipment, that’s a “CCR delay, not “ENG”.
- Picking-up previously-set-out equipment is a Servicing (“SVS”) Delay, **not** a Mechanical Delay. (more details in Instruction 36)
- Lost running time operating with a freight engine gets coded for the reason the freight engine was added in the first place (e.g. if cause was debris-strike damage to the Amtrak unit, the code would be “DBS”, not “ENG”.) (Ins 37)

Amtrak Codes: “OTH”, “SVS”, “SYS”

- OTH delays are miscellaneous runtime delays such as cannot make normal speed, lost time no apparent reason, insufficient runtime, heavy train, isolating engine for fuel conservation etc. and person pulling emergency cord.
- There are 5 delay codes that can be used for PTC delays, but OTH is **not** one of them.
- SVS delays are servicing delays (including fuel and routine inspection), normal switching (setting out/picking up) of equipment and PTC initialization without failure.
- SYS delays are crew and system delays
 - Crew – late crew, re-crew, single engineer copying authorities, restroom break, crew rule violation, conductor working alone, student engineer
 - System – efficiency tests involving Amtrak officers, hold due to passenger train derailment, delay in block after station stop, assisting another Amtrak train that is disabled, blocked by Amtrak train disabled due to mechanical failure, PTC with unknown cause, PTC-caused slowdown, unscheduled passenger stop, late bulletins due to Amtrak cause

Coding of PTC delays (Instruction 59)

- DCS - Wayside PTC system failure (Host Responsible)
 - ENG – On board cab signal or PTC system failure on locomotive
 - CCR – On board cab signal or PTC system failure on cab car
 - SYS – PTC system problem or failure when cause is unknown
 - SYS – Slow-down or penalty stop caused by or related to operation with PTC
 - SVS – PTC initialization where no PTC system failure is involved
-
- PTC delays must be coded as a separate entry and not combined with other entries
 - If a train's maximum speed is restricted due to a previously declared PTC failure, the delay code for any lost running time caused by that restriction should match the initial PTC failure code (Instruction 60)

Note: OTH IS NOT A PTC DELAY CATEGORY

Common Cause of PTC Coding Confusion

- If a train can no longer make its running time when operating with PTC, that is an OTH delay – **do not include PTC in the explanation**
 - Unable to make run time due to braking points
 - Expanded braking distances
 - Algorithms
 - Insufficient run time
 - Compliance

Proper coding will help Scheduling reassess the correct PRT

- If an engineer is running conservatively in order to avoid a penalty, that is a SYS delay – it is a crew-based decision
 - Running conservatively
 - Operating at slower speed in order to avoid unnecessary enforcements

One-minute delays

- If there is one minute of delay on a segment and there is no known reason for the delay, you do not need to account for it.
 - The eMD will not require you to enter the delay.
 - The delay could be due to rounding.

My Report		All Report	
All		Delays	
Train No. 527		Origin Date: 08JUN22	
-- MPH	-- °F	----	MP ----
RP	RSV→SAC	Lost Time 15 min	>
		REPORTED	
	SAC	NO LOST TIME	>
	SAC→DAV	Lost Time 1 min	>
	DAV	NO LOST TIME	>
	DAV→FFV	NO LOST TIME	>
		Lost Time 1 min	>

- If there is more than one minute of delay on a segment, you must account for all the delay minutes.

Nonticketed Passengers on Train

- From time to time, nonticketed passengers, i.e., fare evaders, are found on board and different types of delay can occur depending upon how we resolve the situation:
 - HLD - if the nonticketed passenger purchases a ticket, they are now a passenger
 - TRS – if the nonticketed passenger refuses to purchase a ticket, they are a trespasser
 - POL – if the nonticketed passenger refuses to purchase a ticket and becomes unruly to the point that we call the police, they are police related

Late Bulletins

- From time to time, Amtrak trains are delayed due to late bulletins and different types of delay can occur depending upon the cause of the late bulletin:
 - RTE - if the late bulletin is caused by a host railroad and we are on their railroad or on the border segment preparing to enter their railroad
 - SYS - if the late bulletin is caused by Amtrak equipment issues, i.e., faulty printer, preventing timely receipt of a host railroad
 - SYS – if the late bulletin is caused by one host railroad but we are on another host railroad, Amtrak absorbs this delay as there is no way to assign the delay to the host at fault

Service Disruptions in eDR

- “**Change Initial Terminal**” – Not doing this when needed, will often result in wrong amounts of delay being reported for the train’s Temporary Initial Terminal. (Instruction 14)
- “**Detour**” – “DTR” code used only for Lost Time on the train’s actual detour route, regardless of cause. (Instruction 42)
 - Two or more Host RR’s on Normal Route: Choose the RR Code matching the blocked segment which caused the detour.
 - Detour spanning 2 or more Conductor districts: Lead-in Conductor sets-up the Detour in eDR device. Last detour Conductor accounts for all Lost Time on the detour route.
- “**Bus Bridge**” – Gap in middle of train’s route where buses are used. In eDR, may be different from “bus bridge” used by CNOC Operations, etc.
- “**Re-crew**” – for an unscheduled re-crew.
- “**Disable Reporting Locations**” – Train is terminated before final station.
- *Note:* DH-equipment moves **do not count** for delay-reporting purposes.
- “**Insert X-Point Dwell**” – for X-point locations with **no** allowed dwell time.

Submission Deadlines

- Generally, two hours after reported Arrival Time at Conductor's eDR-selected Off-Board Point
- A conductor may go back into eDR for any "OPEN" segments, unaccounted-for Lost Time minutes or missing Arrival / Departure Times
- Absolute (End-Of-Month) Deadline is the 6th calendar day of the following month. (This also applies to submissions via paper Delay Reports.)
- Conductor will receive an "Alert" on the eDR device. (Can prompt that Alert by logging-in to ***another train.***)
- To qualify for the End-Of-Month Deadline, . . .
 - The Conductor must have already logged-in to the train in eDR.
- **No changes** of any type are possible via eDR, after the 2-hour deadline, *except* for entries to account for *missing* times or Lost Time.
- Conductors should never "put it off" until end-of-month. Always account for Lost Time ASAP after end-of-trip.

Back-Up (Paper) Delay Reports

- Conductor must fill-out in case eDR fails.
- Fax to Oakland Operations (**866-247-2684**).
- Alternately, can be scanned and e-mailed to “Oaklandfax”.
- Paper Back-Up CDR Forms are printable with up-to-date PRT’s, Dwell Times, etc. for all trains.
- Small supply of paper CDR forms should also be kept on-hand at each crew base and carried by Conductors in case eDR fails.
- Paper CDR forms can also be used for a “Correction” of delay entries already submitted via eDR, but which can’t be changed electronically due to the 2-hour deadline having passed.

TDRS

- All entries in TDRS re: Conductor delay reporting errors, kudos, etc., go under **Code 632 – “Delay Reporting.”**
- It’s important to document interactions with Conductors on this subject.
- It is especially important to document failures.
- As of May, 2020, TDRS (not SPARTN) is still used to document compliance & failures for Conductor delay reporting.

Resources for field managers

- **Customer Support Desk:** Phone: 800-205-0711 (Same number as on the back of Conductor's eMD).
- **Oakland Operations:** Conductors fax Back-Up and Correction (Paper) Delay Reports ("CDR's") to: 866-247-2684.
- ***OaklandFax*:** The e-mail address in Outlook directory, for sending material to Oakland Operations.
- **The eDR QC Desk** (same address in Outlook) – can also reach out to Amir Khan and Mike Jones who work in the Conductor Systems Group.
- **Host Railroad Group:** Decides all Delay-Code and other change requests from Host RR's as well as from Amtrak Mechanical & Engineering, off-NEC. Also available to give advice, teach proper delay coding and assist with other issues.

Time to test your delay coding knowledge

“One picture is worth a thousand words”; so . . .

. . . We’ll begin with some neat photos and questions.

Reminder: You **must** play this program in “Slide Show” mode, in order to be able to see the answers to these “Situation” questions.

Situation 1: The railroad is completely blocked ahead due to a vehicle strike by another train. Which Delay Code do you use for YOUR train's delay?

- A. "DCS".
- B. "POL".
- C. "RTE".
- D. "TRS".



Situation 2: A drawbridge over the North River is open for a tugboat pulling a barge. How will you code the resulting delay?

- A. “MBO”.
- B. “POL”.
- C. “RTE”.
- D. “DCS”.



Situation 3: A drawbridge over the C. & D. Canal is stuck open. How will you code the resulting delay?

- A. “MBO”.
- B. “POL”.
- C. “RTE”.
- D. “DCS”.



Situation 4: Your train is held at a Control Point by the Dispatcher. You find out that the reason for the hold is that a truck has struck an under-grade bridge, and all trains are holding for the bridge to be inspected for damage.

Which code do you use for this delay?

- A. TRS
- B. RTE
- C. DMW
- D. DCS



For Situation 4, Answer “A” is correct: “TRS”.

“RTE” (Dispatcher Hold) isn’t correct because you know the *reason* your train was held – it wasn’t just the Dispatcher deciding to hold you. The delay must be coded and explained for that reason, which is . . .

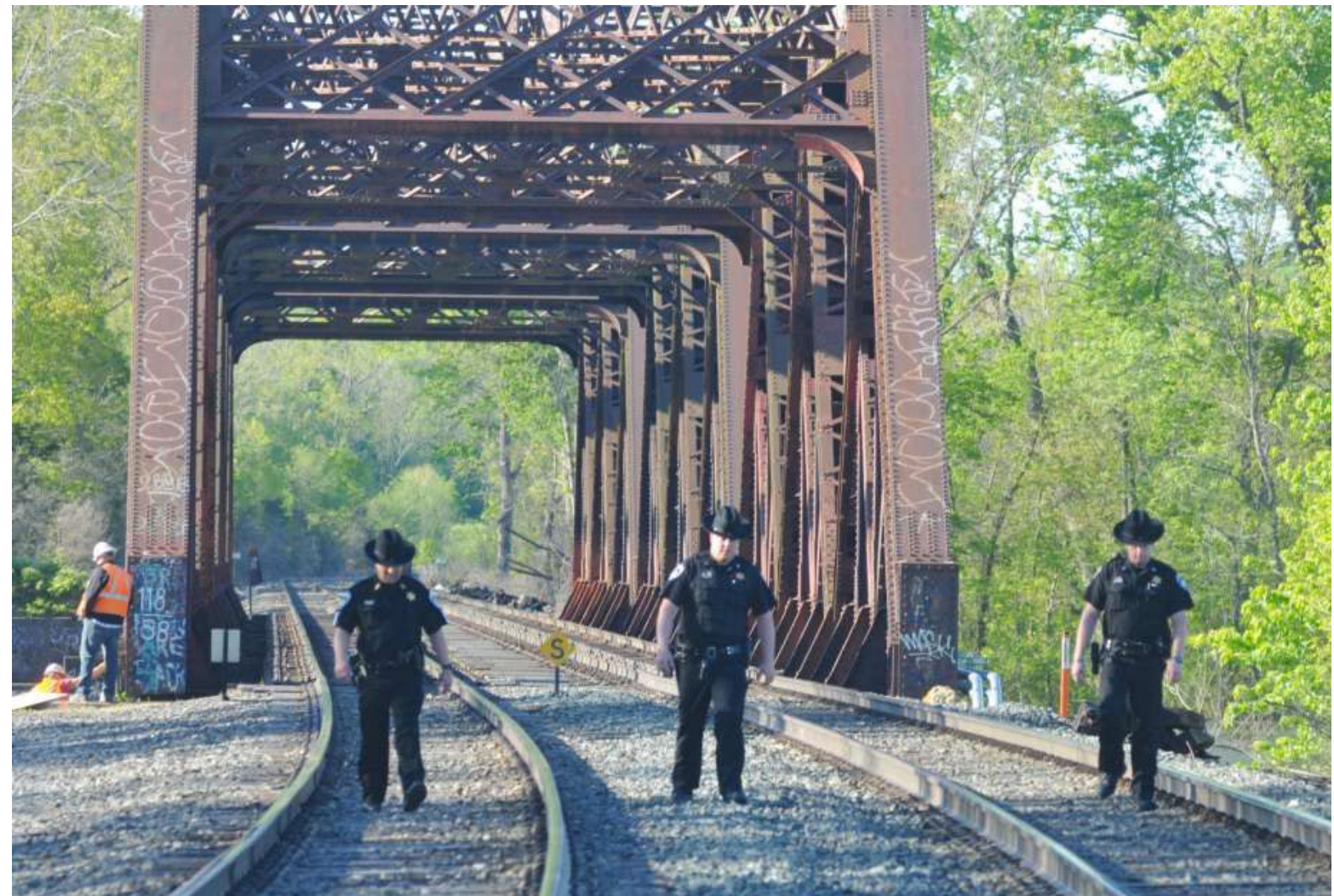
. . . the bridge strike, which makes it a Trespasser Delay – Code “TRS”.

It’s not “DMW” because it wasn’t a track or bridge defect.

And it’s not “DCS”, even though a Stop Signal was how the Dispatcher held your train.

Situation 5: The Dispatcher advises that he will have to hold your train due to police activity on the tracks ahead. How will you code the resulting delay?

- A. “RTE”.
- B. “TRS”.
- C. “POL”.
- D. “DCS”.



Situation 6: Your train normally operates over the Kingsbury Subdivision from Glassboro to Elkton . . .

But on this trip it must operate over the Rossville Subdivision (with Host RR pilots) due to a washout on the Kingsbury Sub. You are holding at Glassboro for the pilots.



Situation 6, first question: How will you code the Lost Time due to waiting for the pilots to show-up at Glassboro? (Reminder: Glassboro is on the train's normal, scheduled route.)

- A. "SYS".
- B. "DTR".
- C. "RTE".
- D. "WTR".

Situation 6, second question: How will you code the Lost Time from operating over the Rossville Sub, between Glassboro and Elkton?

- A. “OTH”.
- B. “DTR”.
- C. “RTE”.
- D. “WTR”.

Situation 7: Your train struck a fallen tree which was fouling the track, disabling the leading cab-car, and requiring a rescue locomotive.

How will you code the delay from this event?

- A. “CCR”.
- B. “ENG”.
- C. “DBS”.
- D. “OTH”.



Situation 8: Your train has actuated a wayside dragging-equipment detector. Examination reveals multiple icicles hanging down to the rail, but no actual dragging equipment.

How will you code the delay from this event?

- A. “ENG”.
- B. “WTR”.
- C. “DBS”.
- D. “DCS”.



Situation 9: Due to a line blockage, your train is cancelled between Baker, its normal Initial Terminal Station, and Craigsville, which is normally its first en route station. It originates at Craigsville, where it is scheduled to depart at 6:24 AM. The equipment arrives at Craigsville after being wyeed at 7:22 AM, and the live train departs at 7:24 AM.

How will you handle the reporting for this situation, in your eDR device?

- A. No special handling is required. The eDR program will automatically handle everything.
- B. Go to “*Service Disruptions*” in your eDR device and do a “*Change Initial Terminal*” to change the initial station from Baker to Craigsville.
- C. Account for 60 minutes of delay at Craigsville.
- D. Both “B” and “C”.

Situation 10: Your train's departure from its Initial Terminal Station is late because the inbound train was late into its Final Terminal, causing late turnaround of equipment and late crew rest for Hours of Service. (No mechanical delays were incurred during the equipment turnaround from the inbound train to your train.)

Which Delay Code do you use for your train's Initial Terminal Delay?

- A. "CON".
- B. "ENG".
- C. "ITI".
- D. "OTH".

Situation 11: Your train is crossed-over from Track 1 to Track 2, passes M. of W. men and equipment on Track 2, and then is crossed back over to Track 1. How will you code the Lost Time from this event?

- A. “OTH”.
- B. “DTR”.
- C. “RTE”.
- D. “DMW”.



Situation 12: First, your train is blocked by another Amtrak train disabled by locomotive mechanical failure, and then your train donates one of its two locomotives as a rescue engine for the disabled train.

What is the correct Delay Code for the Lost Time to your train from this situation?

- A. ENG
- B. OTH
- C. PTI
- D. SVS
- E. SYS

Situation 13: Your train is delayed in a CTC siding, first meeting an opposing freight and then meeting the opposing Amtrak train. The rear of the freight clears the far-end Control Point (CP) at 2:27 PM and the rear of the Amtrak clears that CP at 2:47 PM. The entire event delayed your train 54 minutes. How must you account for this Lost Time?

- A. One “PTI” delay entry showing 54 minutes for the freight and mentioning 20 minutes for the opposing Amtrak.
- B. 54 minutes “FTI” for the freight, and don’t even bother mentioning the opposing Amtrak.
- C. Two delay entries: 34 minutes “FTI” for the freight, and 20 minutes “PTI” for the opposing Amtrak.

Situation 14: Your train is 28 minutes late out of its Initial Terminal. A coach failed its air test in the yard, and had to be replaced. (You also learn that the inbound train which turned its equipment for your train, had arrived at your station ahead of schedule.)

How should the delay to your train be coded?

- A. CAR
- B. ITI
- C. SVS
- D. SYS

Situation 15: Due to an eDR malfunction, you could not submit your delays at end-of-trip. Later, you found that the eDR program was functioning again. Your device is showing the red “**OPEN**” badges. What is your best option? (Note: it is not yet the 6th day of the following month.)

- A. Submit a “Back-Up” (paper) Delay Report.
- B. Submit your Lost Time via eDR.
- C. Do nothing. No one will notice the delays are missing.
- D. Call the Support Desk.

OP	SYR→ROC	Lost Time 7 min OPEN	>
	ROC	NO LOST TIME	>
OP	ROC→BUF	Lost Time 3 min OPEN	>
OP	BUF	Lost Time 5 min OPEN	>
	BUF→BFX	NO LOST TIME	>
	BFX	Lost Time 1 min	>
OP	BFX→NFL	Lost Time 58 min OPEN	>

Situation 16: Your train is held due to a broken rail ahead. When the Track Foreman arrives, he authorizes you to proceed over the broken rail at walking speed. How will you code the Lost Time from this event?

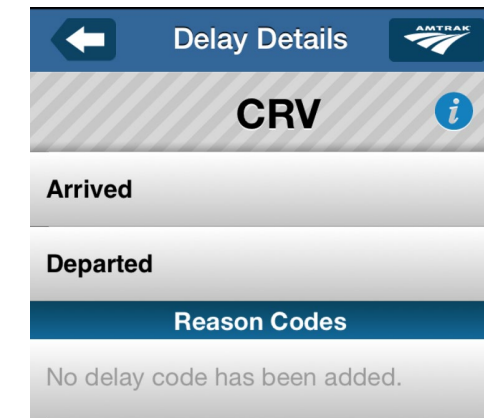
- A. “OTH”.
- B. “RTE”.
- C. “DMW”.
- D. “DSR”.



Situation 17: The Dispatcher crosses your train from Track 1 to Track 2, at a Control Point (CP) in 79-MPH territory. Your 2-engine, 10-car train receives a Limited Clear or Diverging Clear signal and proceeds through the CP at 40 MPH. How many minutes delay will you show for this abnormal crossover?

- A. 0 minutes.
- B. 2 minutes.
- C. 5 minutes.
- D. 8 minutes.

Situation 18: Two (2) minutes ago, your train departed an intermediate station on your trip, and you notice that no Arrival or Departure Times have shown-up on your eDR screen yet. What do you do now?



- A. Immediately enter an Arrival Time and Departure Time without waiting.
- B. Call the Customer Support Desk and ask them what you should do.
- C. Call your Trainmaster and ask him or her what you should do.
- D. Wait at least five (5) minutes after the train's Departure Time. Then if no times have shown-up on your eDR display, manually enter the Arrival and Departure Times.
- E. If the Arrival and Departure Times show-up on your display before the 5-minute wait period has ended, and if those times are the same as, or only one (1) minute different from the actual times, accept them as-is and **do not** over-write (change) them.
- F. Both "D" and "E" are correct.

Situation 19: Your 2-engine, 10-car train has a 25-MPH slow order for 0.8 mile in a 70-MPH track segment. How much delay will this slow order likely cost your train? (You may use your “*Conductor Slow Order Calculation Table*” for this question.)

A. 0 minutes.

B. 3 minutes.

C. 6 minutes.

D. 8 minutes.

SLOW ORDER LENGTH - IN TENTHS OF A MILE	SLOW ORDER SPEED					
	25 MPH SLOW ORDER					
	FROM MAX. SPEED OF :					
	79	70	60	50	40	30
0.1	2.1	1.6	1.1	0.8	0.4	0.1
0.2	2.2	1.7	1.3	0.9	0.5	0.2
0.3	2.4	1.9	1.4	1.0	0.6	0.2
0.4	2.6	2.0	1.6	1.1	0.7	0.3
0.5	2.7	2.2	1.7	1.2	0.8	0.3
0.6	2.9	2.4	1.8	1.4	0.9	0.3
0.7	3.0	2.5	2.0	1.5	1.0	0.4
0.8	3.2	2.7	2.1	1.6	1.1	0.4
0.9	3.4	2.8	2.3	1.7	1.2	0.5

Situation 20: Your train is holding for passengers from another train who are connecting to your train. How will you code the delay?

- A. “ITI”.
- B. “HLD”.
- C. “RTE”.
- D. “CON”.



Situation 21: Your train is picking up a private car.
How will you code the delay?

- A. “PTI”.
- B. “SVS”.
- C. “OTH”.
- D. “CAR”.



Situation 22: A vehicle is stuck on the track ahead. Your train is held by the Dispatcher for its removal and for track inspection. How will you code this delay?

- A. “DBS”.
- B. “RTE”.
- C. “DMW”.
- D. “TRS”.



Situation 23: Your Engineer is trying to initialize the PTC. The attempt fails, but the reason why is unknown. How will you code this delay?

- A. “ENG”.
- B. “OTH”.
- C. “SYS”.
- D. “SVS”.

Situation 24: Your train is routed thru Flatwheel Junction Yard for no apparent reason. How will you code the delay?

- A. “FTI”.
- B. “RTE”.
- C. “OTH”.
- D. “DMW”.

Situation 25: Your train is routed thru Flatwheel siding due to a broken down freight train on the main. How will you code the delay?

- A. “FTI”.
- B. “RTE”.
- C. “OTH”.
- D. “DMW”.

Situation 26: Your train has to slow down from 79MPH to 60MPH on the Flatwheel subdivision due to a heat order. How will you code the delay?

- A. “DMW”.
- B. “DSR”.
- C. “WTR”.
- D. “SYS”.

Situation 27: Your train is delayed because the host railroad is late sending track bulletins. How will you code the delay?

- A. “OTH”.
- B. “RTE”.
- C. “SVS”.
- D. “SYS”.

Situation 28: Your train is delayed because the Amtrak fax machine jammed so you could not receive track bulletins. How will you code the delay?

- A. “OTH”.
- B. “RTE”.
- C. “SVS”.
- D. “SYS”.

Situation 29: The yard delivers a train set late because Commissary was late watering the cars (no mech failure). How will you code the resulting delay?

- A. “SVS”.
- B. “SYS”.
- C. “OTH”.
- D. “HLD”.

Situation 30: The police remove 2 drunk and disorderly passengers at Flatwheel station. How do you code the delay?

- A. “HLD”.
- B. “TRS”.
- C. “POL”.
- D. “DTR”.

Situation 31: A disorderly passenger at Flatwheel station is told to detrain and the police are called. He initially refuses. The police never arrive but the passenger does eventually detrain. How do you code the delay?

- A. “HLD”.
- B. “TRS”.
- C. “POL”.
- D. “DTR”.

Situation 32: A switch failure occurs due to ice build up from a recent winter storm. How will you code the resulting delay?

- A. “OTH”.
- B. “RTE”.
- C. “DCS”.
- D. “WTR”.

Situation 33: The gates at Flag Goose Neck Road crossing at MP 7.4 are not working. How will you code the resulting delay?

- A. “DCS”.
- B. “SYS”.
- C. “RTE”.
- D. “TRS”.

Situation 34: The gates at Flag Goose Neck Road crossing at MP 7.4 are not working because they were knocked down. How will you code the resulting delay?

- A. “DCS”.
- B. “SYS”.
- C. “RTE”.
- D. “TRS”.

Situation 35: Your train departs the station late because a passenger is exercising her guide dog. How do you code the resulting delay?

- A. “HLD”.
- B. “ADA”.
- C. “OTH”.
- D. “DOG”.

Situation 36: A burnt out headlight bulb is replaced in cab car 90368. How will you code the resulting delay?

- A. “ENG”.
- B. “CAR”.
- C. “CCR”.
- D. “SVS”.

Situation 37: You pick up NS freight train 6767 at Flatwheel yard because Amtrak engine 97 failed. How will you code the resulting delay?

- A. “FTI”.
- B. “ENG”.
- C. “SYS”.
- D. “SVS”.

Situation 38: After picking up NS 6767 at Flatwheel yard because Amtrak 97 failed, you run at 70MPH which is below 79MPH max speed. How will you code the resulting delay?

- A. “FTI”.
- B. “ENG”.
- C. “SYS”.
- D. “SVS”.

Situation 39: While operating on the Flatwheel Sub, engine #56 is isolated for fuel conservation. How will you code the resulting delay?

- A. “OTH”.
- B. “ENG”.
- C. “SYS”.
- D. “RTE”.

Situation 40: A student engineer operates between Flatwheel to Oscar below max speed. How will you code the resulting delay?

- A. “DSR”.
- B. “OTH”.
- C. “RTE”.
- D. “SYS”.

Situation 41: Your train arrives early at Unionville and waits for its scheduled departure time. Which Delay Code do you use?

- A. “OTH”.
- B. “NOD”.
- C. “HLD”.
- D. “SYS”.

Situation 42: Your train arrives early at Unionville. A large group of boarding passengers with many bags results in a late station departure. Which Delay Code do you use?

- A. “OTH”.
- B. “NOD”.
- C. “HLD”.
- D. “SYS”.

Situation 43: Your train holds for US Customs and Immigration to check passengers at Rouses Point. How will you code the resulting delay?

- A. “CUI”.
- B. “HLD”.
- C. “SYS”.
- D. “OTH”.

Situation 44: Your train arrives late at the station because wet leaves on the track caused the wheels to slip. How will you code the resulting delay?

- A. “DBS”.
- B. “OTH”.
- C. “WTR”.
- D. “ENG”.

Situation 45: Your train stops at MP 123 so that the Engineer can copy the track warrant from the dispatcher for a slow order. How will you code the resulting delay?

- A. “OTH”.
- B. “RTE”.
- C. “DSR”.
- D. “SYS”.

Situation 45: Your train stops at MP 123 because the Engineer can't raise the dispatcher to get a trackwork authority. How will you code the resulting delay?

- A. "OTH".
- B. "RTE".
- C. "DSR".
- D. "SYS".

Situation 46: The train stops at MP 845 when the engineer cannot raise Foreman Smith for permanent through work limits. How will you code the resulting delay?

- A. “SYS”.
- B. “RTE”.
- C. “DMW”.
- D. “DSR”.

Situation 47: EMS arrives at Astroville to remove injured coach attendant Janice Jones. How will you code the resulting delay?

- A. “INJ”.
- B. “HLD”.
- C. “SYS”.
- D. “OTH”.

Situation 48: The train stops to pickup / drop off a freight crew from UP-8057 at Dixieline siding. How will you code the resulting delay?

- A. "SYS".
- B. "FTI".
- C. "RTE".
- D. "OTH".

Situation 49: The train makes a second stop at Flatwheel station for three wheelchair passengers. How will you code the resulting delay?

- A. “SYS”.
- B. “OTH”.
- C. “HLD”.
- D. “ADA”.

Situation 50: While single tracking due to maintenance of way, your eastbound train holds at CP-Frazer to let westbound NS 9242 pass. How will you code the delay?

- A. “FTI”.
- B. “DMW”.
- C. “RTE”.
- D. “OTH”.

Situation 51: Your train holds west of Flatwheel station to swap crews with late Amtrak train 18. How will you code the resulting delay?

- A. “ENG”.
- B. “PTI”.
- C. “HLD”.
- D. “SYS”.

Situation 52: Your train makes a State Fair stop at Mendenhall. How will you code the resulting delay?

- A. “OTH”.
- B. “SYS”.
- C. “HLD”.
- D. “RTE”.

Situation 53: The train encounters a PTC wayside failure; the dispatcher advises it is a railroad back office issue. How will you code the resulting delay?

- A. “SYS”.
- B. “ENG”.
- C. “DCS”.
- D. “OTH”.

Situation 54: A fare evader is identified and eventually agrees to detrain. The police are not called. How will you code the resulting delay?

- A. “POL”.
- B. “TRS”.
- C. “HLD”.
- D. “OTH”.

Situation 55: Your train operates at a max speed of 59 MPH due to a previous PTC failure from an unknown cause. How will you code the resulting delay?

- A. “DCS”.
- B. “SYS”.
- C. “SVS”.
- D. “ENG”.

This segment is called

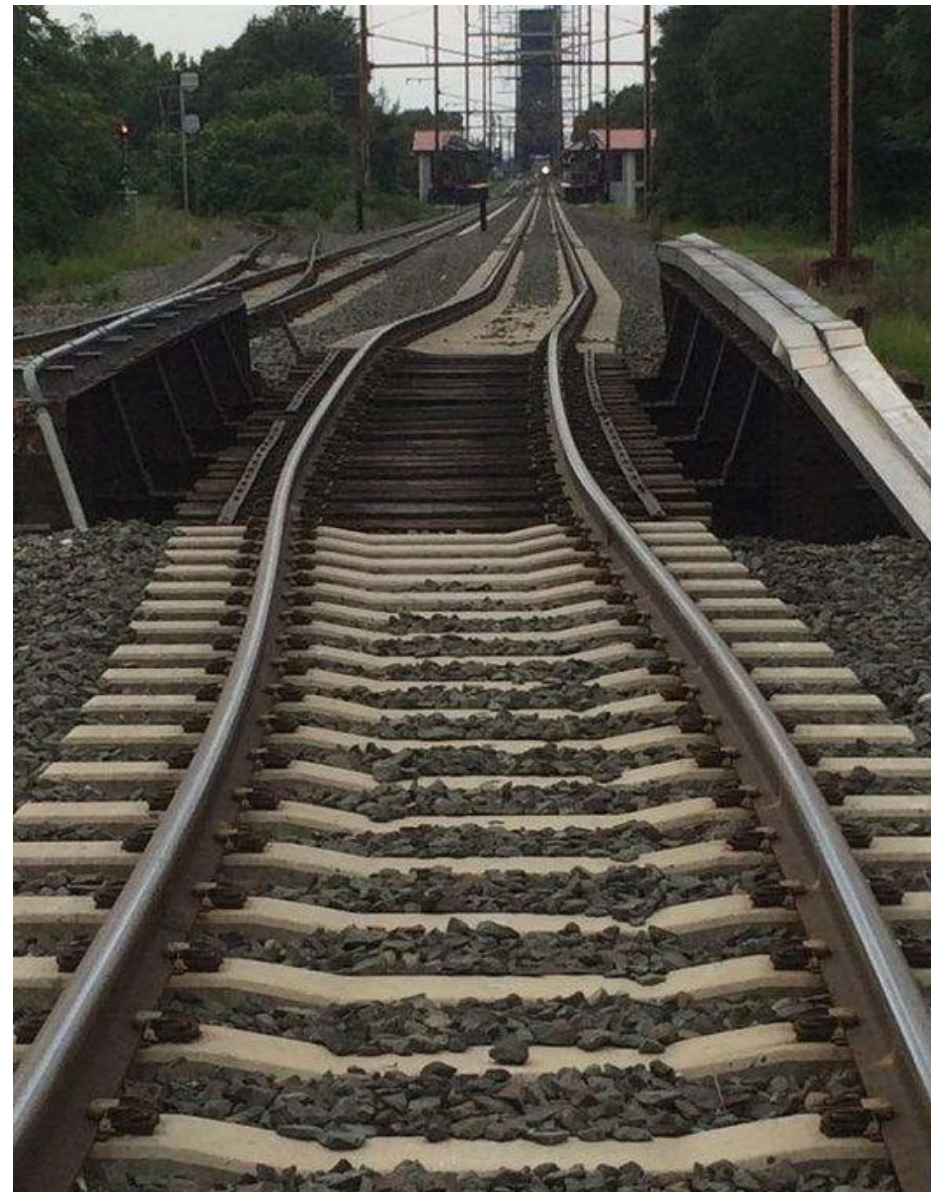
- . . . *“One picture is worth 1,000 words.”*
- Actually, there will be **two** pictures.
- This is why there must be a track inspection after a vehicle strike by a train, or after a vehicle is stuck on the track, . . .
- . . . Or a bridge inspection after an under-grade bridge strike . . .
- . . . And why that inspection is part of the “TRS” (or “POL”) delay.

Do you remember this photo from our work exercise? Most of the time when a truck strikes a railroad bridge, the top of the truck is smashed and the bridge isn't damaged.

- * *Most* of the time.
- * But occasionally . . .



THIS happens



. . . Which is why that bridge inspection is critical and is part of the “TRS” delay.

Re-cap of Back-Up or Correction paper Delay Reports:

- To be used if Conductor cannot input missing data through eDR such as when eDR fails, or if Conductor misses submission deadline and has “OPEN” segments (unreported Lost Time); using eDR is always preferred.
- Conductor should fill out ONLY the items on the form which he or she wants added or changed – NEVER repeat items that were already submitted electronically. (Danger of duplicate entries.)
- Also used to correct times or entries previously submitted via eDR but which Conductor cannot correct electronically.
- Fax to Oakland Operations – **866-247-2684**.
- Paper Conductor Delay Report forms can now be printed-out with up-to-date PRT's, Allowed Dwell Times, Train Numbers & Origin Dates, etc.
- Small supply should be available at crew bases. Conductors should always have 1 or 2 copies in their grips, “*just in case.*”

Sample Back-Up Delay Report using old style paper forms before eDR:

BACK-UP COPY (eDR Device Failed)

Amtrak Delay Report -- Train 176 -- Lynchburg to Washington									
Please print all information. Do not fax a Delay Report written in pencil!									
#176 operates Monday thru Friday.									
TRAIN NO.:	176	DATE:	03-28-2017	ENG. NO.(S):	124	ENG'R:	A. B. JONES		
No. of Cars:	8	PVT CAR No.:		COND'R:	C. D. SMITH	A.C.:	E. F. GREEN		
SHOW ACTUAL TIMES:				SHOW ACTUAL TIMES, continued:					
		Dp. LYH	7:38AM	Ar. XA1 *	11:33AM	Dp. XA1 *	11:33AM		
Ar. CVS	9:22AM	Dp. CVS	9:30AM	Ar. ALX	11:34AM	Dp. ALX	11:37AM		
Ar. CLP	10:21AM	Dp. CLP	10:23AM	Ar. LEF++	11:50AM	Dp. LEF++	11:51AM	** XA1 = "AF"	
Ar. MSS	10:58AM	Dp. MSS	10:59AM	Ar. XVG**	11:52AM	Dp. XVG**	11:52AM	++ LEF = L'enfant (VRE)	
Ar. BCV	11:15AM	Dp. BCV	11:17AM	Ar. WAS	11:58AM			** XVG = Virginia	
CALCULATION OF TIME LOST:				DELAYS IN GEOGRAPHIC ORDER:					
SEGMENT:	MINS:	ACTUAL:	LOST:	BETWEEN:	CODE:	MINS:	R R:	Location & Specifics of Each Delay:	
At LYH	Dp. 7:38	7:38	0	LYH-CVS	DCS	33	NS	Permiss. from NS DISPR. to pass	
LYH-CVS	71	104	33					Stop-Signal at Charlottesville	
At CVS	3	8	5					-MP 112.2	
CVS-CLP	51	51	0	CVS-CVS	HLD	5	NS	Heavy Bggs & High Psgr. COUNT.	
At CLP	1	2	1	CLP-CLP	HLD	1	NS	Psgrs & Bggs.	
CLP-MSS	32	35	3	CLP-MSS	DSR	3	NS	Slow Order - 25MPH, MP 52.3-52.0,	
At MSS	2	1	0					ON TRACK 2	
MSS-BCV	16	16	0	BCV-BCV	HLD	1	NS	Multiple Spots	
At BCV	1	2	1	ALX-ALX	HLD	1	CS	High Passenger COUNT	
BCV-XA1	17	16	0	ALX-LEF	OTH	1	CS	Spotting for L'Enfant-VRE sta. stop	
At XA1	0	0	0	ALX-LEF	DMW	3	CS	WAIT FOR MW CLEARANCE - MP 110.7 to	
XA1-ALX	1	1	0					MP 111.9 & RE-START-FOREMAN	
At ALX	2	3	1					R.A. BLANCHARD	
ALX-LEF	9	13	4	XVG-WAS	OTH	1	AM	Lost ON RUN - N.A.R.	
At LEF	1	1	0					(APPROACH-SLOW AT SOUTH PORTAL)	
LEF-XVG	1	1	0						
At XVG	0	0	0						
XVG-WAS	5	6	1						

Modern, printable Back-Up / Correction Conductor Delay Report (CDR) forms with current PRT's and other info . . .

- . . . Are available in Amtrak's Business Objects ("BOBJ") site, using this link below (contact Amir Khan or Mike Jones for access):
http://bobjprd.amtrak.ad.nrpc/BOE/OpenDocument/opendoc/openDocument.jsp?slDType=CUID&iDocID=AeZW4v723.tGqN_jZcxTntM
- A two-page instructional sheet, prepared by the eDR QC Desk, shows how to pull-up and print-out substitute paper CDR forms, from the BOBJ site.
- This instructional sheet will be sent to you as a separate document. It also includes an active copy of the link to BOBJ.

The OTPMRS System

- Accurate train times and delay entries in this system are the “proof of the pudding” for all your Conductors’ efforts.
- All of the on-time performance and delay statistics used by Amtrak, our State Partners, the Host Railroads, and Federal agencies come from the On-Time Performance System (OTPMRS).
- Any Amtrak manager can access, and run reports from, this system – you do not need a special password.
- OTPMRS reports can be exported into either Excel or PDF documents.
- The next slide will tell you how to access this system from Amtrak’s “All Aboard” website . . .

From the All Aboard home page

- Select “RESOURCES” on the dark-blue bar at the top of the screen.
- From the drop-down menu, select “APPLICATIONS & REPORTS.”
- On the “Applications & Reports Index,” scroll down to the bottom and find the “[Reports and Resources Index](#)” section.
- Find “**On Time Performance (OTP) and Delay Reports**” (next to the bottom) and click the URL address for that.
- This address takes you to the main menu for the OTP System. This menu has five (5) main sections.
- The “**Delay Reports**” and “**Special Purpose Reports**” sections are especially important for delay and Train Status (“TS”) information.

The TS Display Report is especially useful

- Third choice in the “Special Purpose Reports” section.
- It combines the arrival & departure times from the “TS Report” in Arrow, with all delay entries for the train.
- Arrival & departure times entered by Conductors via eDR are source-labeled “eDR” with the Conductor’s User-ID.
- All delay entries are also source-labeled for the User-ID of whoever made the entry.
- And the Conductors who logged into the train in eDR are also shown by their User-ID’s and their trip segments.

The TS Display Report example

821 08JUN22

C	OKC	0825A	(/NTMS)	DP 0825A ON TIME
C	20 NOR	0847A	(NTMS/NTMS)	AR 0848A DP 0851A 4 MI LATE
C	15 PUR	0902A	(NTMS/NTMS)	AR 0905A DP 0905A 3 MI LATE
C	22 PVL	0925A	(NTMS/NTMS)	AR 0933A DP 0933A 8 MI LATE
C	45 ADM	1017A	(NTMS/NTMS)	AR 1033A DP 1035A 18 MI LATE
C	39 GLE	1103A	(NTMS/NTMS)	AR 1121A DP 1122A 19 MI LATE
C	65 FTW	1227P	(NTMS/)	AR 1244P 17 MI LATE

OKC-FTW Conductor=00818989

00818989	0 SWD	PUR-PVL	DSR	002 BN	Per bulletin Milepost, 499.9, 499.7, 60, mt, Milepost, 498.2, 498, 60, mt
00818989	1 SWD	PUR-PVL	SYS	004 BN	Copy authority / restriction Milepost, 516, 516
00818989	2 SWD	PVL-ADM	DSR	005 BN	Per bulletin Milepost, 493.7, 493.1, 10, mt, Milepost, 463.1, 462.9, 30,
00818989	3 SWD	PVL-ADM	WTR	008 BN	High winds Milepost, 490, 475
00818989	4 SWD	ADM-GLE	FTI	004 BN	Meet bn 7354, Milepost, 424.5, 424.5
00818989	5 SWD	ADM-GLE	DSR	003 BN	Per bulletin Milepost, 438.7, 377.7, 50, mt, Milepost, 425.8, 421.9, 50,
00818989	6 SWD	GLE-FTW	DSR	007 BN	Per bulletin Milepost, 389.7, 389.5, 40, mt, Milepost, 389.7, 389.5, 40,
00818989	7 SWD	GLE-FTW	FTI	014 BN	Meet bn 6838, Milepost, 376, 376

The Conductors' delay-reporting instructions

- Can be found in the “Service Standards” site on “All Aboard”.
- On the dark-blue tab at the top of the “All Aboard” home page,
- Select “ABOUT AMTRAK”.
- Then select “DEPARTMENTS, M-Z” from the drop-down menu.
- Then select “OPERATIONS” from the drop-down side menu.
- Then scroll down to the “QUICK LINKS” section . . .
- . . . And select “**Service Standards.**”
- On the Service Standards page, scroll-down to “**Service Standards Manual Companion Documents**”.
- “Reporting and Recording Delays on Host Railroads” is listed there.
- Also, “User Guide Updates (UGU)” under “**Updates and Advisories.**”

Additional eMD features that may be helpful

Train No. 281		Origin Date: 08JUN22	
0 MPH	-- °F	----	MP 2
	eLift	Ready to Start Trip	
	eDR	Trip Started	
	eMap21A	Ready to Start Trip	
	Aware	Ready to Start Trip	
	Contacts		
	Crew Assignment		
	Equipment Info		
	Management		
	Alerts		
	Amtrak Documents		
	Train Status		

- eLift- Passenger manifest
- eMap21A- Mechanical Defects
- Aware- Increase situational awareness
- Contacts- Relevant operational contacts and conductor eMD phone numbers
- Crew Assignment- See who the crew members are
- Equipment info- See the train's consist
- Management- See and send operational alerts
- Amtrak Documents- View relevant operational materials, manuals and job aids
- Train Status- View the on-time status of a particular train (or bus) or all trains/buses at a particular location

Managers can request access to the eMD applications via the Conductor Systems group.

