

Ref:	NR/L3/OCS/043/4.1
Issue:	1
Date:	01 March 2008
Compliance date:	01 June 2008

National Control Instructions and Approved Code of Practice

Section 4.1

Monitoring the Network

This section contains:

		Issue	Dated
4.1.1	Train Reporting and Control Arrangements		
4.1.2	Reporting of Delays		

4.1 Monitoring the Network

Ref:	NR/L3/OCS/043/4.1
Issue:	1
Date:	01 March 2008
Compliance date:	01 June 2008

4.1.1 Train Reporting and Control arrangements

National Control Instruction

Controllers shall monitor the network, intervening and consulting with Train Operator Controllers, Signalling Centres, IECCs and Signallers as appropriate to manage the train service.

In addition accurately investigate and attribute delay with the TRUST attribution teams as required.

Approved Code of Practice

The Network Rail Operational Control function:

- a) Route Control offices monitor all trains running over their routes, regardless of train class or service operator.
- b) Monitoring is carried out by use of, and reference to, the CCF or equivalent system, and by the receipt of information from signal boxes and other sources.
- c) Details of locations at which train running performance is monitored are included in the Track Access Contracts between Network Rail and individual Train Operators.
- d) The effects of late running must be analysed by the Controller responsible for train running and, in conjunction with the relevant Train Operators Controller, remedial measures and contingency arrangements implemented.
- e) Regulation of all trains is the responsibility of the signallers along the route, in accordance with the Network Rail Train Regulation Policy. Controllers may offer assistance and make specific requests in connection with regulation issues, to meet particular circumstances.
- f) Under non-integrated Control conditions, Train Operators Controllers must not speak directly to Signalling Centres and other signal boxes with regard to train services, unless specific permission has been given in local instructions.
- g) As custodians of the infrastructure, it is essential that Network Rail Controllers are fully aware of everything that is taking place within their respective Control areas, and TOC and FOC Operational Controllers must advise the relevant Network Rail Control of any alterations, etc, so that they can:
 1. comment on their practicality and effect on performance, and
 2. once agreed, pass the necessary information to the signal boxes and any other key Network Rail locations concerned.
 3. In an Integrated Control Centre, the Route Controllers of the Lead Train Operator are encouraged to speak directly to Signal Boxes and