

Ref:	NR/L3/OCS/043/4.5
Issue:	1
Date:	01 March 2008
Compliance date:	01 June 2008

National Control Instructions and Approved Code of Practice

Section 4.5 Altered Train Calling Points

This section contains:

		Issue	Dated
4.5.1	Trains Terminating Short of Destination		
4.5.2	Stop Orders		
4.5.3	Not-to-Stop Orders		

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4.5 Altered Train Calling Points

National Control Instruction

Controllers shall ensure that, when monitoring the train service, if necessary trains are managed in adherence to the respective instructions contained in this section.

Approved Code of Practice

References

Railway Operational Code, ORR 'ROC' criteria and Section 'Control Arrangements'

4.5.1 Trains Terminating Short of Destination

- 4.5.1.1 Both Network Rail and Train Operating Companies have the authority to terminate trains short of their destination. TOCs can only terminate services which they operate, but other TOCs may need to be consulted, particularly where Special Stop Orders are to be issued. In making a decision, the requirements of the Track Access Conditions must be followed, with the intention of minimising the inconvenience to passengers, but having due regard to the interests of other Operators.
- 4.5.1.2 Other than as a result of a line blockage or major incident, in which cases the basic principles set out in the agreed Contingency Plans will apply, Train Operators and Network Rail will jointly agree to terminate trains short of destination. For details relating to "Cut and Run" policies, see Section 6.1.
- 4.5.1.3 In all cases, once agreement has been reached, the Network Rail Route Control responsible for the route at the termination point must advise Network Rail staff at that location, and any other Network Rail staff affected by the decision, of that decision and of any necessary action to be taken. This advice must include Network Rail staff beyond the point of termination to the booked termination point. If the train is booked to or through the area controlled by an adjacent Network Rail Route Control, that Route Control must also be advised.
- 4.5.1.4 The Train Operator will be responsible for any consequential alterations to TOC resources, advice to their staff and arranging and/or agreeing plans to deal with the passengers from the terminated train.