

Amendments and Clarifications to Current Documents

The following document has been published containing minor errors or ambiguities. These are listed below with the amendment/clarification text.

The changes will be incorporated into the document during the next revision of the document.

<input checked="" type="checkbox"/> Amendment	<input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)				
Document numbers	GE/RT8060 GE/GN8560	Document issue nos.	Two One	Documents issue date	05 June 2010
Document titles	Engineering Requirements for Dispatch of Trains from Platforms Guidance on Engineering Requirements for Dispatch of Trains from Platforms				
Clause number/ Document location	2.3.1.4, 2.4.1.4, 2.4.3.4 and the Definitions and abbreviations sections of both the Railway Group Standard and the Guidance Note.				
Original text	<p>2.3.1.4 The size, location and orientation of the mirrors shall be such that the driver is able to see the <u>required image</u>. The tolerance for achieving this shall be for trains stopped in the range ± 1.0 m from the marked train stop location.</p> <p>2.4.1.4 The size, location and orientation of the monitors shall be such that the driver or staff involved in train working is able to see the <u>required image</u>. The tolerance for achieving this shall be ± 1.0 m from the marked train stop location.</p> <p>2.4.3.4 The optical properties of the system shall be capable of transmitting a faithful rendition of the <u>viewed area</u>.</p>				
Reason for Amendment	<p>The consistency between the documents RIS-3703-TOM issue one, Rail Industry Standard for Passenger Train Dispatch and Platform Safety Measures, and GE/RT8060 and GE/GN8560 was reviewed in the 12 month review of GE/RT8060 issue two and GE/GN8560 issue one.</p> <p>Amendments to GE/RT8060 and its associated guidance note (GE/GN8560) were identified to replace the terms '<i>required image</i>' and '<i>viewed area</i>' with '<i>dispatch corridor</i>' and cross reference a definition of dispatch corridor to RIS-3703-TOM. The amendment was approved by CCS SC on 22 September 2011.</p>				
Amendment text	<p>2.3.1.4 The size, location and orientation of the mirrors shall be such that the driver is able to see the <u>dispatch corridor</u>. The tolerance for achieving this shall be for trains stopped in the range ± 1.0 m from the marked train stop location.</p> <p>2.4.1.4 The size, location and orientation of the monitors shall be such that the driver or staff involved in train working is able to see the <u>dispatch corridor</u>. The tolerance for achieving this shall be ± 1.0 m from the marked train stop location.</p> <p>2.4.3.4 The optical properties of the system shall be capable of transmitting a faithful rendition of the <u>dispatch corridor</u>.</p> <p>Addition to Definitions and abbreviations sections:</p> <p>Dispatch corridor The corridor of space that must be visible in order to perform the train safety check (as set out in 2.2.1 of RIS-3703-TOM).</p>				