

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS – DECEMBER 2011

The following documents have been published containing minor errors or ambiguities. These are listed below with the amendment/clarification text. Please note that references to these amendments/clarifications have been noted in the Document Titles and Descriptions section of the catalogue under their relative documents.

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

NEW AMENDMENTS/CLARIFICATIONS

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)	
Document number	GM/RT2400 Document issue no. 4 Document issue date September 2011
Document title	Engineering Design of On-Track Machines
Clause number/ Document location	B.1.1 and B.2.1
Original text	<p>B.1.1 In working configuration the maximum wheel loads (Q_{max}) of the main wheels or auxiliary wheels in relation to the diameter of the wheel and the rail material are to be fixed by the following formula:</p> <p style="text-align: center;">- - -</p> <p>with $V_{head} = 1.1$ d = worn wheel diameter limit (mm). σ_B = minimum resistance to tensile failure. (N/mm²).</p> <p>B.2.1 For machines, notably railway cranes, of which the wheel loads shall be controlled in different work configurations by means of a device (for example device for limiting of overturning moment) which prevents the maximum value of the wheel load being exceeded. Wheel loads shall accord with the following formula:</p> <p style="text-align: center;">- - -</p> <p>with $V_{head} = 1.1$ d = worn wheel diameter limit (mm). σ_B = minimum resistance to tensile failure. (N/mm²).</p>
Reason for Amendment	The published document was turned from MS Word 2007 into PDF format using Adobe. However this does not process formulae correctly, leaving a blank. Alternative software has to be used to overcome this problem
Amendment text	<p>B.1.1 In working configuration the maximum wheel loads (Q_{max}) of the main wheels or auxiliary wheels in relation to the diameter of the wheel and the rail material are to be fixed by the following formula:</p> $Q_{max} = 8.257 \times 10^{-7} \times \frac{d}{2} \left(\frac{\sigma_B}{V_{head}} \right)^2 \quad (kN)$ <p>with $V_{head} = 1.1$ d = worn wheel diameter limit (mm). σ_B = minimum resistance to tensile failure. (N/mm²).</p> <p>B.2.1 For machines, notably railway cranes, of which the wheel loads shall be controlled in different work configurations by means of a device (for example device for limiting of overturning moment) which prevents the maximum value of the wheel load being exceeded. Wheel loads shall accord with the following formula:</p> $Q_{max} = 10.52 \times 10^{-7} \times \frac{d}{2} \left(\frac{\sigma_B}{V_{head}} \right)^2 \quad (kN)$ <p>with $V_{head} = 1.1$ d = worn wheel diameter limit (mm). σ_B = minimum resistance to tensile failure. (N/mm²).</p>

<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.	2 1	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: 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>				

<input checked="" type="checkbox"/> Amendment		<input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)			
Document number	GE/GN8578	Document issue no.	2	Document issue date	September 2011
Document title	Guidance on the Use of Satellite Navigation				
Clause number/ Document location	Issue record / Comments				
Original text	Small scale change amendment to include new section 6.4.2.9, and change to colour coding in Figure 3. Also, new Appendix D – Locator Interface Specification				
Reason for Amendment	Further Clarification				
Amendment text	Small scale change amendment to include, changes in section 6.4.2.8 and new section 6.4.2.9, and change to colour coding in Figure 3. Also, new Appendix D – Locator Interface Specification				

ONGOING AMENDMENTS/CLARIFICATIONS FROM PREVIOUS ISSUES

Document number	Various - see below	Document issue	Document issue date
Title:			
Section:	Definitions	Clause number	
Amendment text	<p>The process of verification to confirm compliance with Railway Group Standards with respect to rolling stock is usually known as the engineering acceptance process. The output of this verification process is a Certificate of Engineering Acceptance. The deviation 06/156/NC that enables railway undertakings to disapply GM/RT2000 from 1st October 2006 requires a universal change to the definition of the Certificate of Engineering Acceptance. As a consequence the definition should read as follows:</p> <p>Certificate of Engineering Acceptance</p> <p><i>The declaration by a Railway Undertaking, or by a Notified Body or a Competent Person employed or contracted by a Railway Undertaking, that a rail vehicle(s) conforms to all of the relevant mandatory standards (including authorised deviations)</i></p> <p>The standards which include the definition are as follows:</p> <p>GE/RT8270, issue 1, February 2003, Route Acceptance of Rail Vehicles including Changes in Operation or Infrastructure</p> <p>GM/RT2000, issue 2, October 2000, Engineering Acceptance of Rail Vehicles</p> <p>GM/RT2190, issue 2, February 2004, Requirements for Rail Vehicle Mechanical and Electrical Coupling Systems</p> <p>GM/RT2453, issue 1, October 2000, Registration and Mandatory Data for Rail Vehicles</p>		

<input type="checkbox"/> Amendment <input checked="" type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/RT0045	Document issue no.	1	Document issue date	Feb 2010
Document title	Lineside Signals, Indicators and Layout of Signals				
Clause number/ Document location	1.2.3 Related requirements in other documents				
Original text	GK/RT0075 Lineside Signal Spacing and Permissible Speeds				
Reason for Clarification	The reference to GK/RT0075 Lineside Signal Spacing and Permissible Speeds should indicate that the document had not been issued at the time of publication of GK/RT0045 Issue One				
Clarification text	GK/RT0075 Lineside Signal Spacing and Permissible Speeds (due for publication late 2010)				

Document number	GK/RT0054	Document issue	1	Document issue date	March 1998
Title:	Radio Electronic Token Block				
Section:	8	Clause number	8.2d		
Amendment/ Clarification text	<p>The text in clause 8.2d reads: 'display a No Token message when a token is returned and before the next token is received'. It should read: 'be blank when no token message is present'.</p> <p>This correction clarifies that a 'No Token' message is not shown on the display when a message is not present.</p>				

Document number	GK/RT0060	Document issue	4	Document issue date	June 2003
Title:	Interlocking Principles				
Section:	Appendix 2, Table3	Clause number	22		
Amendment text	<p>In line 22 (Junction and route indicators required to be proved alight); under PoSA class, delete 'Yes', insert 'No'.</p> <p>Reason for change is to remove inconsistency with GE/RT8071.</p>				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/RT0075	Document issue no.	1	Document issue date	March 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	2.6.3				
Original text	It is permissible for mid-platform signals to be located so that the distance from the single yellow aspect at the mid-platform signal to the red aspect at the platform starting signal is less than one-third of the minimum signalling braking distance. In this case the permissible speed and the location of the mid-platform signal shall be configured to comply with all of the following requirements:				
Reason for Amendment	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675 Note: amended text is underlined to make it more easily identifiable. It is not underlined in the RGS				
Amendment	It is permissible for mid-platform signals to be located so that the distance from the single yellow aspect at the mid-platform signal to the red aspect at the platform starting signal is less than one-third of <u>the required minimum signalling braking distance between the double yellow aspect and the red aspect</u> . In this case the permissible speed and the location of the mid-platform signal shall be configured to comply with all of the following requirements:				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/RT0075	Document issue no.	1	Document issue date	March 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	2.8.2				
Original text	Where a signalling braking distance crosses a boundary between infrastructure managers, the minimum <u>spacing</u> distance between a caution signal and the associated stop signal (or equivalent end of movement authority) shall be determined using the <u>signal spacing</u> criteria specified by the infrastructure manager controlling the stop signal (or responsible for end of movement authority).				
Reason for Amendment/ Clarification	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675 Note: amended text is underlined to make it more easily identifiable. It is not underlined in the RGS.				
Amendment text	Where a signalling braking distance crosses a boundary between infrastructure managers, the minimum distance between a caution signal and the associated stop signal (or equivalent end of movement authority) shall be determined using the <u>signalling braking</u> criteria specified by the infrastructure manager controlling the stop signal (or responsible for the end of movement authority).				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/RT0075	Document issue no.	1	Document issue date	March 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	3.1.2 f)				
Original text	f) The omission of differential speed signs, where differential speeds are implemented by instruction (see <u>3.2.1</u>).				
Reason for Amendment	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675 Note: amended text is underlined to make it more easily identifiable. It is not underlined in the RGS.				
Amendment text	f) The omission of differential speed signs, where differential speeds are implemented by instruction (see <u>3.3.1</u>).				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/RT0075	Document issue no.	1	Document issue date	March 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	3.2.1.1				
Original text	The infrastructure manager shall provide lineside operational safety signs to display <u>the</u> permissible speeds and temporary speed restriction information applicable to each running line, for each direction that trains can be operated under signalled movement authorities for main running movements.				
Reason for Amendment	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675 Note: amended text is underlined to make it more easily identifiable. It is not underlined in the RGS.				
Amendment text	The infrastructure manager shall provide lineside operational safety signs to display permissible speeds and temporary speed restriction information, applicable to each running line, for each direction that trains can be operated under signalled movement authorities for main running movements.				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/RT0075	Document issue no.	1	Document issue date	March 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	3.4				
Original text	Signs for temporary and emergency speed restrictions				
Reason for Amendment	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675				
Amendment text	<u>Provision of signs</u> for temporary and emergency speed restrictions				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/RT0075	Document issue no.	1	Document issue date	March 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	3.4.1.4a)				
Original text	a) Trains always start from rest (for example, a siding or dead end platform line) and the commencement of the speed restriction is less than 300 m ahead, <u>and</u>				
Reason for Amendment	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675				
Amendment text	a) Trains always start from rest (for example, a siding or dead end platform line) and the commencement of the speed restriction is less than 300 m ahead, <u>or</u>				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/RT0075	Document issue no.	1	Document issue date	March 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	D.2.4.5d)				
Original text	d) An AWS cancelling indicator shall not be <u>provide</u>				
Reason for Amendment	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675 Note: amended text is underlined to make it more easily identifiable. It is not underlined in the RGS.				
Amendment text	d) An AWS cancelling indicator shall not be <u>provided</u> .				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/RT0075	Document issue no.	1	Document issue date	March 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	D.3.2.1				
Original text	Where a temporary speed restriction is immediately followed by another temporary speed restriction with a higher speed all of the following arrangements shall apply (see Figure D-22):				
Reason for Amendment	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675				
Amendment text	Where the deceleration distance means that the warning board for a temporary speed restriction falls within or before a higher temporary speed restriction all of the following arrangements shall apply (see Figures D-23 and D-24):				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/RT0075	Document issue no.	1	Document issue date	March 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	D.4.1.1				
Original text	<p>Where a temporary speed restriction is immediately followed by another temporary speed restriction with a higher speed all of the following arrangements shall apply (see Figure D-22):</p> <p>a) The movement shall progress in the same direction as signalled moves.</p> <p>b) The speed indicator and termination indicator shall be repositioned as the worksite is moved, and the warning board shall be repositioned at deceleration distance from the repositioned speed indicator.</p> <p>c) The WON shall specify:</p> <p>'Moving temporary speed restriction.'</p>				
Reason for Amendment	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675				
Amendment	<p>It is permissible for the limits of a temporary speed restriction to be moved progressively along a line, provided that the commencement is not moved towards drivers in the direction of travel. Both of the following arrangements shall apply:</p> <p>a) The speed indicator and termination indicator shall be repositioned as the worksite is moved, and the warning board shall be repositioned at deceleration distance from the repositioned speed indicator.</p> <p>b) The WON shall specify:</p> <p>'Moving temporary speed restriction.'</p>				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/GN0675	Document issue no.	1	Document issue date	March 2011
Document title	Guidance on Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	3.3.5.5a)				
Original text	a) Position a permissible speed warning indicator within <u>a</u> of line with a lower permissible speed than that immediately preceding the speed reduction (see Figure 15), or				
Reason for Amendment	<p>Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675</p> <p>Note: amended text is underlined to make it more easily identifiable. It is not underlined in the RGS.</p>				
Amendment text	a) Position a permissible speed warning indicator within a <u>section</u> of line with a lower permissible speed than that immediately preceding the speed reduction (see Figure 15), or				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/GN0675	Document issue no.	1	Document issue date	March 2011
Document title	Guidance on Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	D.2.4.1d)				
Original text	d) Where the criteria in D.2.4.3 apply, between 45 m (50 yd) and 180 m (200 yd) from the warning board, subject to a minimum of 4 seconds running time at permitted speed (see Figure D-14).				
Reason for Amendment	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675				
Amendment text	Delete the bullet d) text as this duplicates the bullet c) text				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/GN0692	Document issue no.	1	Document issue date	February 2010
Document title	Guidance on Level Crossing Interface Requirements				
Clause number/ Document location	Superseded Documents, Page 2.				
Original text	This Rail Industry Guidance Note does not supersede any other Railway Group documents.				
Reason for Amendment	This document does supersede other Railway Group documents.				
Amendment text	This Rail Industry Guidance Note supersedes GI/GN7612 Issue 1.				

<input type="checkbox"/> Amendment <input checked="" type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	RIS-1800-ENE	Document issue no.	1	Document issue date	September 2010
Document title	Rail Industry Standard for Network and Depot Interface Management - Isolation Documentation				
Clause number/ Document location	2.2.3				
Original text	2.2.3 A template for local isolation instructions is set out in Appendix 1.				
Reason for Clarification	The Appendix is titled 'Appendix A' not 'Appendix 1'.				
Clarification text	2.2.3 A template for local isolation instructions is set out in Appendix A.				

<input checked="" type="checkbox"/> Amendment		<input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)			
Document number	GM/RT2162	Document issue no.	3	Document issue date	June 2011
Document title	Traincrew Access to and Egress from Railway Vehicles				
Clause number/ Document location	1.3				
Original text	<p>1.1.1 The content of this document was approved by Rolling Stock Standards Committee on 17-18 February 2011.</p> <p>1.1.2 This document will be authorised by RSSB on 18 April 2011 [proposed].</p>				
Reason for Amendment	Incorrect numbering and deletion of 'proposed'.				
Amendment text	<p>1.3.1 The content of this document was approved by Rolling Stock Standards Committee on 17-18 February 2011.</p> <p>1.3.2 This document will be authorised by RSSB on 18 April 2011.</p>				

Document number	GM/GN2169	Document issue	1	Document issue date	April 2007
Title:	Combined Manual for AWS and TPWS Trainborne Equipment				
Section:	Appendix N AWS testing using STS TY287 tester	Clause number	N/A		
Amendment text	<p>In list of contents (page 139) add '(See Appendix P)' after the entries:</p> <p>Fore and aft positions for various AWS receiver designs</p> <p>Specification</p> <p>Example of AWS receiver sensitivity table</p> <p>Description of fault codes</p> <p>Illustration of parts and connection details</p>				
Section:	Appendix P Fore and aft positions for AWS receivers				
Amendment text	<p>Title of Appendix P to read 'Additional information relevant to Appendix N' (Appendix P should be read as a continuation of Appendix N).</p> <p>Page 141 reference to 'Annex P' should be to 'Appendix P'.</p> <p>Page 142 reference to 'Annex P' should be to 'Appendix P'. Reference to 'Annex P1' should be to 'Appendix P'.</p>				
Section:	Page 144 reference to 'Annex Q.5' should be to 'Appendix P'. Reference to 'Annex Q.2' should be to 'Appendix P'.				
Amendment text	<p>Appendix O AWS testing using Unipart Rail test equipment</p> <p>Page 146 reference to 'N4 to N13' should be to 'O4 to O13'.</p>				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GM/RT2466	Document issue no.	3	Document issue date	February 2010
Document title	Railway Wheelsets				
Clause number/ Document location	Appendix A				
Original text	<p>A.1 Wheelset profile limits</p> <p>A.1.1 The dimensions shown below are the limits of wheel tread wear.</p> <p>A.1.1.2 The profiles for steam locomotives shall be defined by individual assessment, useful information is contained in MT276.</p> <p>A.1.1.3 The flange height and thickness dimensions shown in Table A.1 have been rounded from the dimensions derived from the profile drawings; where greater accuracy is required the dimensions and tolerances on the drawings shall be used.</p>				
Reason for Amendment	Incorrect numbering.				
Amendment text	<p>A.1 Wheelset profile limits</p> <p>A.1.1 The dimensions shown below are the limits of wheel tread wear.</p> <p>A.1.2 The profiles for steam locomotives shall be defined by individual assessment, useful information is contained in MT276.</p> <p>A.1.3 The flange height and thickness dimensions shown in Table A.1 have been rounded from the dimensions derived from the profile drawings; where greater accuracy is required the dimensions and tolerances on the drawings shall be used.</p>				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)			
Document number	GM/GN2690	Document issue	1 Document issue date December 2004
Document title	Guidance on Traction and Rolling Stock - Mechanical Coupling Systems		
Clause number/ Document location	B15.1.1, B15.2.2 and Appendix 2 - 2.3.2		
Original text	The lists as published duplicate or miss some letters.		
Reason for Amendment	Incorrect numbering of items on the lists.		
Amendment text	The lists should be numbered: a), b), c), d), e), f) etc		

<input type="checkbox"/> Amendment <input checked="" type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)			
Document number	GM/RT2130	Document issue 2	Document issue date August 2009
Document title	Vehicle Fire, Safety and Evacuation		
Clause number/ Document location	Issue Record		
Original text	Supersedes GM/RT2120, GM/RT2176, GM/RT2177, GM/RT2300, GM/RT2462, AV/ST9002 and AV/ST9005		
Reason for Clarification	Incorrect information on GM/RT2176 withdrawal status		
Clarification text	Supersedes GM/RT2120, GM/RT2176 section 6, GM/RT2177, GM/RT2300, GM/RT2462, AV/ST9002 and AV/ST9005		

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)			
Document number	GM/RT2142	Document issue 3	Document issue date August 2009
Document title	Resistance of Railway Vehicles to Roll-Over in Gales		
Clause number/ Document location	Appendix A, B and C equation 4 Appendix B equation 8		
Original text	$v_a = \sqrt{\frac{M_R}{\frac{1}{2} \cdot \rho \cdot A \cdot H \cdot \bar{C}_{R,raw}(\beta)}} \quad \text{equation 4}$ $M_A = \frac{1}{2} \cdot \rho \cdot v_a^2 \cdot A \cdot H \cdot \bar{C}_{R,raw}(\beta) \quad \text{equation 8}$		
Reason for Amendment	Inconsistent terminology in formulae		
Amendment text	<p>The formulae shown in Appendix A, B and C equation 4 and Appendix B equation 8 has the reference $\bar{C}_{R,raw}(\beta)$ which is used in GM/RC2542 issue 1 This is the equivalent to $C_{Mx,lee}(\beta)$ Aerodynamic rolling moment coefficient about the lee rail which is used elsewhere in the document.</p> $v_a = \sqrt{\frac{M_R}{\frac{1}{2} \cdot \rho \cdot A \cdot H \cdot C_{Mx,lee}(\beta)}} \quad \text{equation 4}$ $M_A = \frac{1}{2} \cdot \rho \cdot v_a^2 \cdot A \cdot H \cdot C_{Mx,lee}(\beta) \quad \text{equation 8}$		

Document number	GM/RT2149	Document issue	3	Document issue date	February 2003
Title:	Requirements for Defining and Maintaining the Size of Railway Vehicles				
Section:	B	Clause number	B7.4 and B13.1.2.b		
Revision of amendment text:	This clarification of the standard was issued in the April 2009 catalogue and is unchanged from that issue. Note that the title of the research project was incorrect and has now been amended.				
Amendment text	<p>Aggregation of tolerances and allowances in gauging</p> <p>GM/RT2149, issue 3 states (B13.1.2.b) that the data to be provided for the purposes of defining the swept envelope shall include 'an indication and justification of the worst cases considered in determining the swept envelopes, supported by a probability analysis of the cases considered in selecting the significant worst case(s)'.</p> <p>GM/RT2149 further states (B7.4) that 'in determining the swept envelopes, the full range of all relevant clearances, deflections and movements shall be determined. The worst case scenarios and probability of occurrence shall then be identified, taking account of normal and failure conditions of operation, and those having a statistically significant probability of occurrence shall be included in the appropriate swept envelope'.</p> <p>GM/RT2149 makes no specific references to tolerances and allowances, nor the means of aggregation. Uncertainty analysis provides a suitable probability analysis.</p> <p>Uncertainty analysis considers both the range of tolerances and allowances, and their probability of occurrence to determine the values that should be used to provide a given level of statistically certainty, and hence risk.</p> <p>For information on the application of uncertainty analysis to rolling stock refer to RSSB project T670 (Investigation of the accumulative effect of vehicle tolerances on gauging). http://www.rssb.co.uk/Proj_popup.asp?TNumber=670</p>				

Document No:	GM/RT2472	Document Issue	1	Document issue date	June 2002
Title:	Data Recorders on Trains – Design Requirements				
Section:	Part B	Clause No	B4.2	f)	
Amendment text	<p>Currently, the clause requires that data recorders fitted to existing trains permit the recording of a list of items including:</p> <p>‘DRA’</p> <p>This item should read:</p> <p>Activation of the driver’s reminder appliance (DRA)</p>				

Document number	GM/RT2483	Document issue	1	Document issue date	June 2004
Title:	Visibility Requirements for Trains				
Section:	Appendix 3	Clause number	3.1 (p.15) and 3.2 (p.16)		
Amendment text	<p>A Non-Compliance pending Railway Group Standard Revision (ref 04/235/NC) has been issued on behalf of all Duty Holders who have responsibilities under this RGS to correct a drafting error. In addition, Non-Compliance (pending standards change) 03/184/NC should have been included in the document. Details of the revisions are as detailed below;</p> <p>On page 15, table 2, row 2, 1,200 should be replaced by 1,400</p> <p>On page 16, table 5, row 2, 400 should be replaced by 550</p>				

Document number	GM/RT2483	Document issue	1	Document issue date	August 2004
Title:	Visibility Requirements for Trains				
Section:	Part A	Clause number	A1 and header		
	Whole document				
Amendment text	<p>The date shown in A1 Issue record should read 'August 2004'.</p> <p>The date shown in the header should read 'August 2004'.</p>				

Document number	GM/GN2575	Document issue	2	Document issue date	2 June 2004
Title:	Guidance on the Engineering Acceptance of On-Track Machines				
Section:	Appendix 23	Clause number	Page 119, Line 10.3		
Amendment text	<p>Evidence Column presently reads 'not applicable (for information only)'.</p> <p>This should read 'Calculations to prove compliance'.</p>				

<input type="checkbox"/> Amendment <input checked="" type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GO/RT3215	Document issue no.	2	Document issue date	June 2010
Document title	Requirements for the Weekly Operating Notice, Periodical Operating Notice and Sectional Appendix				
Clause number/ Document location	Appendix C, clause C.1.1.10				
Original text	C.1.1.10: Radio system and channel; channel change points to be shown.				
Reason for Clarification	The current wording in C.1.1.10 is a generic statement which considers CSR and NRN, but needs to be amended to incorporate GSM-R.				
Clarification text	C.1.1.10 Radio system, registration and/or channel information; transition points between radio systems and/or channels to be shown.				

Document number	GO/RT3279	Document issue	6	Document issue date	August 2008
Title:	High Visibility Clothing				
Section:	References	Clause number	N/A		
Amendment text	References should read as follows: ISO 11611:2007 Protective clothing for use in welding and allied processes BS EN 471:2003 High-visibility warning clothing for professional use - test methods and requirements				

Document number	GO/RT3279	Document issue	6	Document issue date	August 2008
Title:	High Visibility Clothing				
Section:	2.1	Clause number	2.1.1.4 bullet point (b)		
Amendment text	Bullet point (b) of clause 2.1.1.4 refers to BS EN 470-1:1995, which has been superseded by ISO 11611:2007. Bullet point (b) should read as follows: b) Has been designed to meet the requirements of ISO 11611:2007.				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GO/RT3350	Document issue no.	4	Document issue date	June 2010
Document title	Communication of Urgent Operating Advice				
Clause number/ Document location	Clause 1.2.3.1 (Section 1.2.3 Related requirements in other documents); Clause 3.1.1.2 (Section 3.1.1 Scope – infrastructure managers); Clause 3.2.1.2 (Section 3.2.1 Scope – railway undertakings); Definition of ‘equipment’ (Definitions section) and Railway Group Standards (References section)				
Original text	<p>1.2.3.1 Note exclusions listed in Definitions under ‘Equipment’, where application of GE/RT8250 and GK/RT0106 applies.</p> <p>3.1.1.2 The document also applies to high risk defects in equipment, but not vehicle, plant and machinery defects covered by GE/RT8250, and defective signalling and telecommunications equipment included in the scope of GK/RT0106.</p> <p>3.2.1.2 The document also applies to high risk defects in equipment, but not vehicle, plant and machinery defects covered by GE/RT8250, and defective signalling and telecommunications equipment included in the scope of GK/RT0106.</p> <p>Definitions Equipment In this document means equipment used for:</p> <ul style="list-style-type: none"> • Preparing trains for movement • Securing loads on rail vehicles • Providing oral or visual communication necessary for the control of train movements 				

	<ul style="list-style-type: none"> Protecting persons working on or near the line, passengers or members of the public from trains or electric traction current but excluding equipment within the scope of GE/RT8250 and GK/RT0106. <p>References</p> <p>GK/RT0106 Management of Safety Related Failures of Signalling and Operational Telecommunications Systems</p>
Reason for Amendment	<p>GK/RT0106 Management of Safety Related Failures of Signalling and Operational Telecommunications Systems has been superseded by GE/RT8106 Management of Safety Related Control, Command and Signalling (CCS) System Failures.</p> <p>All references in GO/RT3350 Issue 4 to GK/RT0106 must be replaced with GE/RT8106.</p>
Amendment text	<p>1.2.3.1 Note exclusions listed in Definitions under 'Equipment', where application of GE/RT8250 and GE/RT8106 applies.</p> <p>3.1.1.2 The document also applies to high risk defects in equipment, but not vehicle, plant and machinery defects covered by GE/RT8250, and defective signalling and telecommunications equipment included in the scope of GE/RT8106.</p> <p>3.2.1.2 The document also applies to high risk defects in equipment, but not vehicle, plant and machinery defects covered by GE/RT8250, and defective signalling and telecommunications equipment included in the scope of GE/RT8106.</p> <p>Definitions</p> <p>Equipment</p> <p>In this document means equipment used for:</p> <ul style="list-style-type: none"> Preparing trains for movement Securing loads on rail vehicles Providing oral or visual communication necessary for the control of train movements Protecting persons working on or near the line, passengers or members of the public from trains or electric traction current but excluding equipment within the scope of GE/RT8250 and GE/RT8106. <p>References</p> <p>GE/RT8106 Management of Safety Related Control, Command and Signalling (CCS) System Failures</p>

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	RIS-3701-TOM	Document issue no.	1	Document issue date	June 2010
Document title	Rail Industry Standard for a Confidential Reporting System for Rail Staff				
Clause number/ Document location	1.2.1				
Original text	<p>Provision of a trial confidential reporting system began in Scotland in 1996. The Uff Inquiry into the 1997 Southall Accident gave strong endorsement to an industry-wide reporting system, which was further supported by the Rail Summit in October 1999 chaired by the then Deputy Prime Minister, Rt Hon John Prescott MP. The trials of the Confidential Information Reporting Analysis System (CIRAS) in Scotland were considered successful, and availability was extended to cover England and Wales in 2000. Since that time CIRAS, operated by RSSB, has come to occupy an established position within the wider rail industry. The body of safety intelligence acquired has, while preserving the anonymity of reporters, enabled lessons to be learned for wider application, for example through rules and procedural changes.</p>				
Reason for Amendment	<p>The expanded title of CIRAS is incorrect (it refers to Confidential Information Reporting Analysis System, but the correct title is Confidential Incident Reporting and Analysis System).</p>				
Amendment text	<p>Provision of a trial confidential reporting system began in Scotland in 1996. The Uff Inquiry into the 1997 Southall Accident gave strong endorsement to an industry-wide reporting system, which was further supported by the Rail Summit in October 1999 chaired by the then Deputy Prime Minister, Rt Hon John Prescott MP. The trials of the Confidential Incident Reporting and Analysis System (CIRAS) in Scotland were considered successful, and availability was extended to cover England and Wales in 2000. Since that time CIRAS, operated by RSSB, has come to occupy an established position within the wider rail industry. The body of safety intelligence acquired has, while preserving the anonymity of reporters, enabled lessons to be learned for wider application, for example through rules and procedural changes.</p>				

Document number	GC/RT5212	Document issue	1	Document issue date	February 2003
Title:	Requirements for Defining and Maintaining Clearances				
Section:	D	Clause number	D1.1		
Revision of amended text:	This clarification of the standard was issued in the April 2009 catalogue and is unchanged from that issue. Note that the title of the research project was incorrect and has now been amended.				
Amendment text	<p>Aggregation of tolerances and allowances in gauging</p> <p>GC/RT5212 (D1.1) requires the effective position of the track (used to determine clearances) to be adjusted for accuracy of measurement and track tolerances.</p> <p>Although accuracy of measurement is often specified as a single value, this would have been derived from a statistical distribution, and the standard (D2) does not preclude the use of such a statistically generated value.</p> <p>Track tolerances specified in GC/RT5212 are deemed to be the maximum that may occur (D3). No reference is made to the aggregation of these tolerances (except in the case of intervals between adjacent tracks where a 25% aggregation reduction has been permitted), but they have historically been applied additively.</p> <p>Uncertainty analysis considers both the range of tolerances and allowances, and their probability of occurrence to determine the values that should be used to provide a given level of statistical certainty, and hence risk for both individual tracks and the relationship between adjacent tracks.</p> <p>For information on the application of uncertainty analysis to the infrastructure refer to RSSB project T373 (Reducing uncertainty in structure gauging). http://www.rssb.co.uk/Proj_popup.asp?TNumber=373</p> <p>It is recommended that, at the commencement of a project, the values and combinations of values used in this approach should be agreed with the relevant parties.</p>				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GI/RT7016	Document issue no.	4	Document issue date	December 2010
Document title	Interface between Station Platforms, Track and Trains				
Clause number/ Document location	11.2.3.2 and References				
Original text	<p>Section 11.2.3.2:</p> <p><i>The SRA code of practice 'Train and Station Services for Disabled Passengers' sets out requirements for the tactile surface.</i></p> <p>Other References:</p> <p><i>Train and Station Services for Disabled Passengers: A Code of Practice, Strategic Rail Authority, London, February 2002</i></p>				
Reason for Amendment	The Strategic Rail Authority Code of Practice has been superseded by the Department for Transport Code of Practice entitled: 'Accessible Train and Station Design for Disabled People: A Code of Practice'.				
Amendment text	<p>Section 11.2.3.2:</p> <p>The Department for Transport document 'Accessible Train and Station Design for Disabled People: A Code of Practice' sets out requirements for the tactile surface.</p> <p>Other References:</p> <p>Delete: 'Train and Station Services for Disabled Passengers: A Code of Practice, Strategic Rail Authority, London, February 2002'</p> <p>Insert: 'Accessible Train and Station Design for Disabled People: A Code of Practice'</p> <p>Note: The Department for Transport Code of Practice references the document 'Guidance on the Use of Tactile Paving Surfaces' which is also published by the Department for Transport.</p>				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)			
Document number	GI/RT7033	Document issue 2	Document issue date October 2009
Document title	Lineside Operational Safety Signs		
Clause number/ Document location	Appendix A		
Original text	On signs AB01, AB02 and AB03 the figure on the left reads 500. On sign AC11 the figure on the left reads 340.		
Reason for Amendment	The total side length dimensions stated on the left and right sides of signs AB01, AB02, AB03 and AC11 are different but should be identical. The correct length is shown for each sign in all four cases on their respective right side.		
Amendment text	Sign AB01 - the arrow on the left should reach the top limit marker and the figure should read 540. Signs AB02 and AB03 - the figure on the left of the sign should read 540. Sign AC11 - the figure on the left of the sign should read 339.		

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GE/RT8006	Document issue no.	2	Document issue date	September 2010
Document title	Assessment of Compatibility of Rail Vehicle Weights and Underline Bridges				
Clause number/ Document location	Section B.3 Design mass under exceptional load, section B.3.9				
Original text	BS EN 5663:2009 states that <i>'The standing area is calculated with tip up seats and folding tables in closed position;'. Tip up seats should be treated as if they were not occupied by seated passengers, but that the space they would have occupied is part of the standing area, subject to standing passenger loading.</i>				
Reason for Amendment	BS EN reference number given is incorrect.				
Amendment text	The BS EN reference number should be: BS EN 15663:2009				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GE/RT8025	Document issue no.	1	Document issue date	October 2001
Document title	Electrical Protective Provisions for Electrified Lines				
Clause number/ Document location	All references to BS EN 50122-1				
Original text	All references to: "BS EN 50122-1"				
Reason for Clarification	A new revision of BS EN 50122-1 has been issued, BS EN 50122-1:2011 and the clauses referenced have changed in the new version. Revised Railway group standards GE/RT8096 (a.c. systems) and GE/RT8096 (d.c. systems) are being drafted and will reflect the requirements of BS EN 50122-1:2011.				
Clarification text	All references to: "BS EN 50122-1" to be considered as a reference to "BS EN 50122-1:1998"				

<input type="checkbox"/> Amendment <input checked="" type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GE/RT8026	Document issue no.	1	Document issue date	December 2000
Document title	Safety Requirements for Cab Signalling Systems				
Clause number/ Document location	9.3.12				
Original text	9.3.12 Operational Availability of Displays in Multi-Cab Trains It shall not be possible for the driver's MMI in more than one driving cab on a train to be operational at any one time.				
Reason for Clarification	As written, clause 9.3.12 is in conflict with the ETCS SRS (Chapter 4) mandated by the CCS TSIs, which requires more than one driver's MMI to be operational in a train when one or more traction units are operating, for instance in Non Leading mode. Also, when performing certain operations, such as shunting and, in particular, coupling two trains, there may be momentary circumstances where more than one driver's MMI can be operational. "Operational" in this context refers to use when driving, it does not refer to whether the driver's MMI is functional.				
Clarification	Clause 9.3.12 does not apply when an ETCS-fitted non-leading traction unit is operating in ETCS non-leading (NL) mode and supervision is being provided by another traction unit in the train consist. The words "at any one time" in clause 9.3.12 should be interpreted as excluding momentary circumstances where more than one driver's MMI may be operational, for example when performing shunting operations such as coupling two trains. "Operational" in this context refers to use when driving, it does not refer to whether the driver's MMI is functional.				

Document number	GE/RT8030	Document issue	2	Document issue date	August 2004
Title:	Requirements for the Train Protection and Warning System (TPWS)				
Section:	Responsibilities of the infrastructure controller and train operator	Clause number	C2.1.2 and 2.2.2		
Amendment text	<p>Rule book references shown in these clauses are incorrect.</p> <p>C2.1.2 c) last sentence should read ‘...or where GE/RT8000 Rule Book module TS1 General signalling regulations 9.3 applies.’</p> <p>C2.1.2 e) Brackets around the protection or possession descriptions throughout this clause should be removed, ie T(2) should be T2 etc. In addition, the fourth line shows T(3i) – this should be T3.</p> <p>C2.2.2 a) Brackets around the protection or possession descriptions throughout this clause should be removed, ie T(3) should be T3 etc.</p>				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GE/RT8030	Document issue no.	3	Document issue date	03/04/2010
Document title	Requirements for the Train Protection and Warning System (TPWS).				
Clause number/ Document location	3.1.3.1 and 3.2.3.1				
Original text	<p>3.1.3.1 “This Railway Group Standard comes into force and is to be complied with from 7 April 2012”.</p> <p>3.2.3.1 “This Railway Group Standard comes into force and is to be complied with from 7 April 2012”.</p>				
Reason for Amendment	To permit infrastructure managers and railway undertakings to comply with the requirements of issue 3 of GE/RT8030 sooner than 7 April 2012 and to enable this document to be notified as a National Technical Rule.				
Amendment text	<p>3.1.3.1 “This Railway Group Standard comes into force on 6 June 2010 and is to be complied with no later than 7 April 2012”.</p> <p>3.2.3.1 “This Railway Group Standard comes into force on 6 June 2010 and is to be complied with no later than 7 April 2012”.</p>				

<input type="checkbox"/> Amendment <input checked="" type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GE/RT8030	Document issue no.	3	Document issue date	April 2010
Document title	Requirements for the Train Protection and Warning System (TPWS)				
Clause number/ Document location	F.2.1.6				
Original text	The measurement on the left hand side of the diagram that relates to the height of the three indicators was 150mm. There is also an inconsistency in the diagram that concerns the buttons marked as #3 & #4. In #3 the outer circle is a solid line, where as in #4 the outer circle is a dotted line.				
Reason for Clarification	The measurement information given is incorrect. Consistency in the diagram.				
Clarification text	The vertical measurement 150mm should read 120mm. Replace the dotted line in the outer circle for #4 with a solid line.				

Document number	GE/RT8035	Document issue	1	Document issue date	October 2001
Title:	Automatic Warning System (AWS)				
Section:	B6 Provision of AWS track equipment	Clause number	B6.1.4		
Amendment text	Sub clause a): speed is not greater than 160 km/hr (100 mph). Sub clause b): speed is greater than 160 km/hr (100 mph). Clarification to emphasise that 160 km/hr & 100 mph are to be treated as exact equivalents for the purposes of sitting AWS track equipment.				

Document number	GE/RT8046	Document issue	2	Document issue date	October 2007
Title:	Spoken Safety Communications				
Section:	References	Clause number	Documents referenced in the text		
Amendment text	Add the following document to the Railway Group Standards list: GE/GN8516 Guidance on recording and monitoring of safety communications				

<input type="checkbox"/> Amendment <input checked="" type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GE/RT8080	Document issue no.	1	Document issue date	December 2003
Document title	Train Radio Systems for Voice and Related Messaging Communications				
Clause number/ Document location	5.2.9				
Original text	Only one train radio shall be operational at any one time.				
Reason for Clarification	<p>On 10 June 2010 CCS Standards Committee considered derogation application 10/079/DGN and minute number 10/CCS/06/093 noted that clause 5.2.9:</p> <p>“refers to driver and signaller use of the train radio, not whether the radios are functional.”</p>				
Clarification	Clause 5.2.9 concerns operational use by the driver and signaller of the train radio and not whether multiple radios are functional.				

Document number	GE/RT8250	Document issue	2	Document issue date	June 2007
Title:	Reporting High Risk Defects				
Section:	Part 2	Clause number	2.1.1.2		
Amendment text	<p>The second sentence of the clause is ‘This is especially important where common systems such as AWS and TPWS are involved.’</p> <p>Following the introduction of ETCS and GSM-R, these systems should be classed as ‘common systems’ for the purposes of this clause.</p>				

Document number	GE/RT8270	Document issue	2	Document issue date	October 2007
Title:	Assessment of Compatibility of Rolling Stock and Infrastructure				
Section:	2.5 Review of assessment of compatibility	Clause number	2.5.7		
Amendment text	<p>The term 'the railway industry's accepted processes', used in section 2.5.7 of GE/RT8270, principally refers to the process set out in 'A guide to ROGS requirements for duty of co-operation between transport operators', published by RSSB in October 2007. However, the term 'the railway industry's accepted processes' was chosen to be deliberately accommodating of other processes which might, in certain circumstances, be an appropriate method of resolving issues about compatibility - for example, using Standards Committees or System Interface Committees.</p> <p>The relevant sections of the Guide are Section B6 of Part 1 and Section B6 of Part 2 (Escalation of safety concerns).</p> <p>Section B6 of Part 1 states:</p> <p>'Most safety issues can be resolved via established cooperative processes. However, in a small number of cases, where this is not possible, the industry has developed an additional process. The issue of escalation of safety concerns has been allocated a separate section in this guide as it is probably the most important area of cooperation that does not have an established practice in place. The later documentation of this will be a priority for RSSB but, in the meantime, Appendix B6 contains significant guidance that transport operators should apply.'</p> <p>A copy of 'A guide to ROGS requirements for duty of co-operation between transport operators' is available on the RSSB web site (www.rssb.co.uk).</p>				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GE/RT8217	Document issue no.	3	Document issue date	December 2009
Document title	Introduction and Use of Axle Counters - Managing the Risk				
Clause number/ Document location	Section 1.2.3.1 and 'References'				
Original text	<p>Section 1.2.3.1: GK/RT0011 Train Detection and GK/RT0217 Technical Requirements for Axle Counters</p> <p>'References': GK/RT0011 Train Detection and GK/RT0217 Technical Requirements for Axle Counters</p>				
Reason for Amendment	At the 12 month review of the document, it was noted that references to GK/RT0011 Train Detection and GK/RT0217 Technical Requirements for Axle Counters (in Section 1.2.3.1 and under 'References') needed to be replaced by GK/RT0028 Infrastructure Based Train Detection Interface Requirements.				
Amendment text	<p>Section 1.2.3.1: GK/RT0028 Infrastructure Based Train Detection Interface Requirements</p> <p>'References': GK/RT0028 Infrastructure Based Train Detection Interface Requirements</p>				

Document number	GE/GN8579	Document issue	1	Document issue date	June 2008
Title:	Guidance on Digital Wireless Technology for Train Operators				
Section:	Part 2	Clause number	2.6		
Amendment text	Part 2.6: Add 'as VOIP does not have a high bandwidth' after the sentence ending with 'noticed by a voice application'.				
Section:	Part 8	Clause number	8.1		
Amendment text	Part 8.1: Replace 'normally made next to sensitive equipment' with 'normally made close to the sensitive equipment'. Delete the sentence beginning with 'This is a failing with...'. Add 'Failure to do this is a common weakness of COTS equipment' to after the sentence beginning with 'Good practice requires...'.				

<input checked="" type="checkbox"/> Amendment <input type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)					
Document number	RGSC 02	Document issue no.	2	Document issue date	5 December 2009
Document title	Standards Manual				
Clause number/ Document location	12.4.6b				
Original text	Fully update the published Standards Catalogue at least once every two months.				
Reason for Amendment	On 12 February 2010, ISCC approved the proposal that Railway Group Standards should be published on a quarterly basis from June 2010. To implement this decision, the publication of the Standards Catalogue also needs to be changed to quarterly publication. The Standards Manual currently states that the Standards Catalogue shall be published at least once every two months.				
Amendment text	Fully update the published Standards Catalogue at least once every three months.				