

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

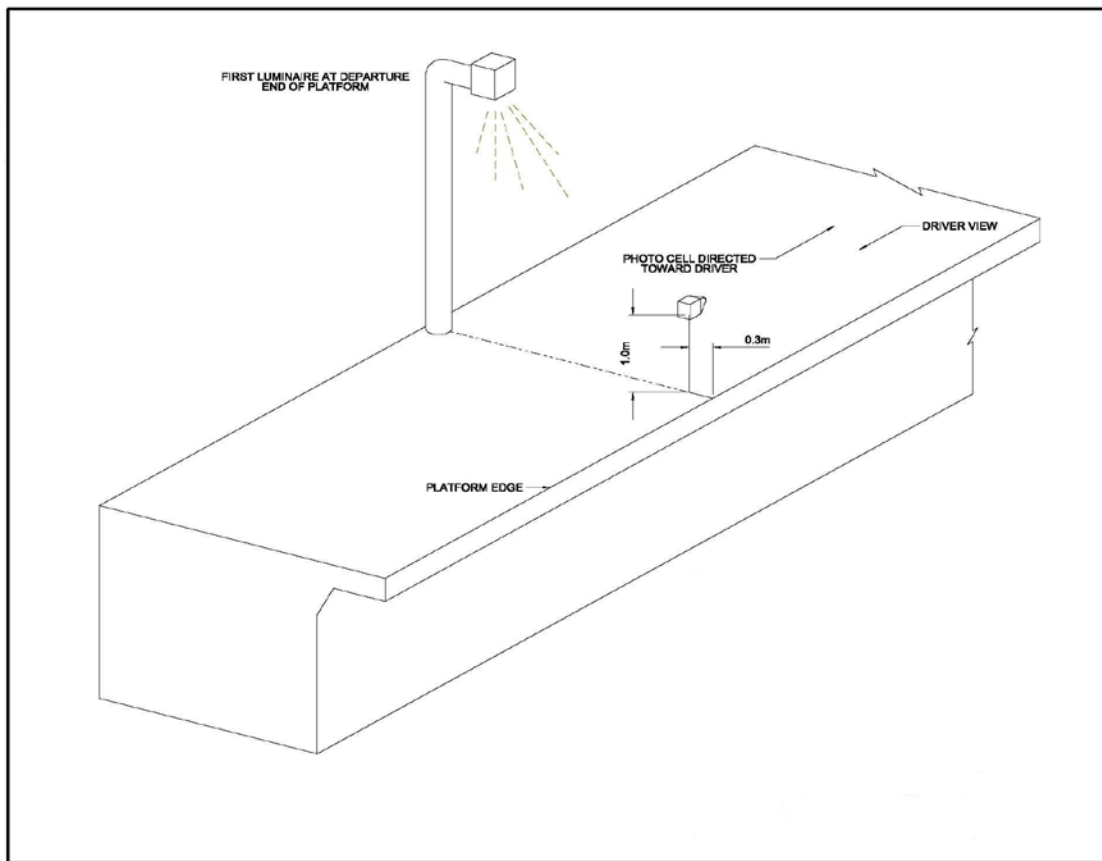
The following documents have been published containing minor errors or ambiguities. These are listed below with the amendment/clarification text. Please note that references to these amendments/clarifications have been noted in the Document Titles and Descriptions section of the catalogue under their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

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

NEW AMENDMENTS/CLARIFICATIONS

Document number	GI/RT7016	Document issue	3	Document issue date	December 2009
Title:	Interface between Station Platforms, Track and Trains				
Section:	10.3	Clause number	10.3.1, 10.3.2 and 10.3.3		
Amendment text	<p>Vertical plane illuminance towards an observer viewing parallel to the platform edge</p> <p>10.3.1 states that:</p> <p>‘There shall be a minimum illuminance of 2 lux measured vertically at a point 1.0 m above the platform surface and perpendicular to the platform edge.’</p> <p>10.3.2 states that:</p> <p>‘At driver only operation stations (DOO) using mirrors and driver line of sight only, there shall be a minimum illuminance of 6 lux measured vertically at a point of 1.0 m above the platform surface and perpendicular to the platform edge area, along the extent of the platform length to which DOO applies.’</p> <p>10.3.3 states that:</p> <p>‘The required value shall be achieved at a point of 0.3 m back from the platform edge and opposite the first luminaire on the platform. The measurement point should be directed toward the driver or DOO observation equipment.’</p> <p>In relation to the above requirements a clarification in the form of a diagram depicting the first luminaire on the platform is provided to illustrate that the higher illuminance values are required where reliance for safe dispatch is by mirrors, and by line of sight only. Where CCTV cameras and monitors are used, the equipment is required to be suitable for operation at the lower illuminance values, and the cameras will be aimed such that screen contrast is not impaired by glare from luminaires.</p>				

Please see image below which is associated with GIRT7016 amendment text above.



<input type="checkbox"/> Amendment <input checked="" type="checkbox"/> Clarification (For definitions see the Standards Manual - Part 2)			
Document number	GM/RT2130	Document issue	Two
		Document issue date	August 2009
Document title	Vehicle Fire, Safety and Evacuation		
Clause number/ Document location	Issue Record		
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		
Original text	Supersedes GM/RT2120, GM/RT2176, 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/GN2690	Document issue	One
		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		
Reason for Amendment	Incorrect numbering of items on the lists.		
Amendment text	The lists should be numbered: a), b), c), d), e), f) etc		
Original text	The lists as published duplicate or miss some letters.		

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>		

Document number	GC/RT5212	Document issue	One	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>				

Document number	GE/GN8579	Document issue	1	Document issue date	August 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' to after the sentence ending with 'noticed by a voice application'.				
Section:	Part 8	Clause number	8.1		
Amendment text	<p>Part 8.1: Replace 'normally made next to sensitive equipment' with 'normally made close to the sensitive equipment'.</p> <p>Delete the sentence beginning with 'This is a failing with...'</p> <p>Add 'Failure to do this is a common weakness of COTS equipment' to after the sentence beginning with 'Good practice requires...'</p>				

Document number	GE/RT8030	Document issue	Two	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>				

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

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	<p>Add the following document to the Railway Group Standards list:</p> <p>GE/GN8516 Guidance on recording and monitoring of safety communications</p>				

Document number	GE/RT8060	Document issue	One	Document issue date	June 2003
Title:	Technical Requirements for the Dispatch of Trains from Platforms				
Section:	A2	Clause number			
Amendment text	<p>The content of the table in section A2 of GE/RT8060 indicates that GE/RT8060 supersedes GT/EHH804, Closed Circuit Television for Driver Only Operation (Passenger) on 2 August 2008. This is in contrast to the date of 2 August 2003 that applies to the other standards superseded by this document and listed in the aforementioned table.</p> <p>GT/EHH804 remains in force until 2 August 2008 only to facilitate the entering into service of vehicles built to designs certificated prior to 2 August 2003.</p> <p>All requirements set out in GT/EHH804 relating to infrastructure and stations are superseded by those set out in GE/RT8060 issue 1, the compliance requirements for which are set out in sections B2.2.1 and B2.2.2 of GE/RT8060 and which came into force from 2 August 2003.</p>				

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>				

Document number	GK/RT0031	Document issue	Four	Document issue date	February 2002
Title:	Lineside Signals and Indicators				
Section:	B	Clause number	4.1.2 and 14.1		
Amendment text	<p>It has become necessary to clarify that the lights in flashing double yellow aspects and SPAD indicators flash in synchronism and in the same phase.</p> <p>B4.1.2, Table 1: Amend 'aspect' entry to read: 'Two yellow lights displayed vertically, flashing in synchronism and in the same phase.'</p> <p>B14.1: amend first para. to read: 'A SPAD indicator (Figure 14.1) shall display a steady red light between two red lights, flashing in synchronism and in the same phase, when the signal to which it applies is passed without authority.'</p>				

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>				

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> <p>Page 144 reference to 'Annex Q.5' should be to 'Appendix P'. Reference to 'Annex Q.2' should be to 'Appendix P'.</p>				
Section:	Appendix O AWS testing using Unipart Rail test equipment				
Amendment text	Page 146 reference to 'N4 to N13' should be to 'O4 to O13'.				

Document number	GM/RT2005	Document issue	Three	Document issue date	June 2003
Title:	Certification Processes for NDT Operatives, Equipment and Facilities used for Inspecting Rail Vehicles				
Section:	3.2	Clause number	3.2.5 to 3.2.9		
Amendment text	The numbering of the sub-headings from 3.2.5 onwards is incorrect. There are two numbered 3.2.5 and therefore all subsequent sub-headings are incorrectly numbered, although the numbering of the actual clauses is correct.				

Document number	GM/RT2149	Document issue	Three	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 number	GM/RT2400	Document issue	Two	Document issue date	December 2002
Title:	Engineering Acceptance of On-track Machines				
Section:		Clause number	D2.2.2		
Amendment text	<p>Third paragraph to read “ The limits defined in clause D2.2.1 shall be.....” i.e. the words “a) and b) “ to be deleted as this cross reference is not applicable</p>				

Document number	GM/RT2453	Document issue	1	Document issue date	October 2000
Title:	Registration and Mandatory Data for Rail Vehicles				
Section:	Definitions	Clause number			
Amendment text	<p>GM/RT2453 requires that before a vehicle can be registered on Rolling Stock Library a Certificate of Authority to Operate must be issued. The Certificate of Authority to Operate is replaced by a Statement of Compatibility under issue 2 of GE/RT8270.</p> <p>Therefore, all occurrences of 'Certificate of Authority to Operate' within the mandatory text of GM/RT2453 issue 1 should be replaced by 'Statement of Compatibility'. The term 'Statement of Compatibility' is defined in GE/RT8270 issue 2.</p> <p>The Statement of Compatibility does not imply that a commercial agreement is in place between Network Rail and the railway undertaking operating the vehicles.</p>				

Document number	GM/RT2466	Document issue	2	Document issue date	August 2008
Title:	Railway Wheelsets				
Section:	Part 4	Clause number	4.9.1.1 and 4.18.1		
Amendment text	<p>Clause 4.9.1.1</p> <p>The reference to document GM/RC2487 should be to document GM/RC2497.</p> <p>Clause 4.18.1</p> <p>Correction of text to read as follows:</p> <p>When new, or following re-wheeling or re-tyring, the tread run-out and the wheel wobble (see Figure 3, dimension H, and Figure 2, dimension G, respectively) shall not exceed the values set out in Table 6.</p> <p>Add new clause following Table 6:</p> <p>4.18.1a When a wheelset is re-profiled the maximum tread run-out shall be as set out in Table 6. The maximum allowable wheel wobble shall not exceed 0.75 mm for all vehicles.</p> <p>(Text omitted in error)</p>				

Document No:	GM/RT2472	Document Issue	One	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	One	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 Whole document	Clause number	A1 and header		
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	Two	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>				

Document number	GO/GN3519	Document issue	1	Document issue date	October 2008
Title:	Guidance on Accident and Incident Investigation				
Section:	2.1.5 Physical and witness evidence	Clause number	GN15		
Amendment text	<p>Change the following from:</p> <p style="padding-left: 40px;">SPAD incident data collection forms can be found at the following RSSB website address: http://www.rgsonline/docushare/dsweb/ViewRail7/Collection-47</p> <p>To</p> <p style="padding-left: 40px;">SPAD incident data collection forms (RT/3119/A infrastructure manager and RT/3119/B railway undertakings) can be found at the following RSSB website address: http://www.rgsonline.co.uk.</p>				

Document number	GO/RT3215	Document issue	1	Document issue date	December 2007
Title:	Requirements for the Weekly Operating Notice, Periodical Operating Notice and Sectional Appendix				
Section:	Appendices	Clause number	A.5.2.8, A.5.2.11 and C.1.1.14		
Amendment text	<p>These are minor amendments to the following clauses in Appendices A and C: The expression “or line speeds” was deleted in A.5.2.8; the word “temporary” was deleted from A.5.2.11; the wording “Where the crossing is automatic and does not have wrong directional controls the approach speed shall be prefixed by an “X” was added to C.1.1.14 (This is simply a clarification, as Network Rail already use prefix X). The text should read as follows:</p> <p>A.5.2.8 Introduction of, or changes to, permissible speeds.</p> <p>A.5.2.11 Gapping of conductor rails or provision or alterations to neutral sections.</p> <p>C.1.1.14 Level crossings, with the type of crossing indicated. Where the crossing is automatic and has wrong directional controls the approach speed shall be prefixed by an “X”.</p>				

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

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	<p>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:</p> <p>b) Has been designed to meet the requirements of ISO 11611:2007.</p>				