

# RAILTRACK

*Safety & Standards***SAFETY JUSTIFICATION****ISSUE: I****DOCUMENT INFORMATION**

<b>Document Title:</b>	Data to be displayed on Rail Vehicles	
<b>Document No:</b>	GM/RT2459	<b>Issue:</b> I
<b>Primary Subject Committee:</b>	Traction & Rolling Stock	
<b>Other Subject Committee input/ involvement:</b>	Operations Safety	
<b>Proposed Date of Submission to Subject Committee:</b>	4 <sup>th</sup> April 2000	
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**PART 1 – SCOPE OF SAFETY JUSTIFICATION**

This Safety Justification describes the rationale behind the proposed issue of a new Railway Group Standard (RGS) GM/RT2459 “Data to be displayed on Rail Vehicles. The Safety Justification addresses the following specific issues :

- review of three ‘Certificate(s) of Non-compliance’ against the current standard (GM/TT0404);
- covers all rail vehicles that are required to be registered in the Rolling Stock Library;
- creation of a new RGS to replace the current standard GM/TT0404, which is not presented in the current format.

**PART 2 – RISKS BEING CONTROLLED**

Application of the measures contained in this RGS will contribute to the control of the following risks:

- derailment;
- accidents due to overspeeding;
- SPAD’s due to mismatched train loads, braking performance, route and signalling characteristics;
- accidents caused by the use of inappropriate jacking equipment;
- structural failure or damage to rolling stock due to over-loading of rail vehicle.

Specifically, its application will contribute to the control of the following risk precursors:

- vehicles moving over routes for which they are either too heavy or dimensionally too large;
- train speeds exceeding maximum speed permitted;
- train loads and braking performance being mismatched to route and signalling characteristics;
- Dangerous lifting and jacking of vehicles;
- Rail Vehicle being overloaded.

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**PART 3 SUMMARY OF CONTROLS**

Minimum specified operational data (specified within the Standard) shall be displayed on all rail vehicles that are registered in the Rolling Stock Library.

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**PART 4 – COSTS AND BENEFITS**

There are no additional costs arising from the application of this Standard compared to the application of the existing Standard that it replaces. The benefit will be the retention of immediate access by operational staff to essential operational data required for safe interworking.

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**PART 5- CONCLUSIONS**

This new standard is largely an update of the existing standard (GM/RT0404), but the opportunity has been taken to make several amendments to address three non-compliance applications. In addition the standard will be presented in the current approved format for all RGS's.