

Amendments and Clarifications to Current Documents

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

Uncontrolled Copy from the catalogue

The following documents have been published containing minor errors or ambiguities. These are listed below with the amended text.

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

NEW AMENDMENTS

None

ONGOING AMENDMENTS 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	RIS-1700-PLT	Document issue	1	Document issue date	April 2007
Title:	Rail Industry Standard for Safe Use of Plant for Infrastructure Work				
Section:	Part 3	Clause number	3.1.3		
Amendment text	<p>The distance shown under a) is incorrect, the distinction by line speed contravenes the requirements set out in the Rule Book. The clause should read as follows:</p> <p>The planning process shall ensure that, unless this line is protected as set out in Rule Book modules T2, T3 or T4, the intended route of any road vehicle allows no part of the vehicle or any part of the load to encroach to closer than 6 feet 6 inches (2 m) to the closest railway line.</p>				

Document number	RIS-1700-PLT	Document issue	1	Document issue date	April 2007
Title:	Rail Industry Standard for Safe Use of Plant for Infrastructure Work				
Section:	Part 5	Clause number	GN056		
Amendment text	<p>The wording is unclear and could be misconstrued. The clause should read as follows:</p> <p>Where excavators are used, the preferred method of using them for tandem lifts is set out in M&EE Code of Practice 008.</p>				

Document number	GE/GN8573	Document issue	1	Document issue date	October 2004
Title:	Guidance on Gauging				
Section:	Part K Miscellaneous technical issues	Clause number	K2 Calculation of overthrow on curves (infrastructure)		
Amendment text	<p>The formulae for the calculation of overthrow on curves incorrectly use R_{di} and R_{do} to represent the overthrow. The text makes clear that R_{di} and R_{do} are in fact the radial distances from the track centre line to the point on the vehicle body for which overthrow is being calculated. The overthrow is given by the difference between R_{di} or R_{do} and the lateral distance from the vehicle centre line to the point on the vehicle body for which overthrow is being calculated (W_i or W_o). The final part of clause K2 should therefore read:</p> <p align="center">The inner overthrow of a point, distance U_i from the centre of the vehicle is:</p> $\text{Overthrow}_{\text{inner}} = R - W_i - \sqrt{[U_i^2 + (J - W_i)^2]}$ <p align="center">The outer overthrow of a point, distance U_o from the centre of the vehicle is:</p> $\text{Overthrow}_{\text{outer}} = \sqrt{[U_o^2 + (J + W_o)^2]} - R - W_o.$ <p align="center">Where $J = \sqrt{[R^2 - a_o^2 - L^2 / 4]}$.</p> <p>All dimensions and values should be in millimetres or metres.</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 Signalling General Instructions 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>				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

Uncontrolled Copy from the catalogue

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 emphasize that 160 km/hr & 100 mph are to be treated as exact equivalents for the purposes of siting AWS track equipment.</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/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 6 of Part 1 and Section B6 of Part 2 (Escalation of safety concerns).</p> <p>Section 6 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>				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

Uncontrolled Copy from the catalogue

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

Document number	GM/RT2120	Document issue	Two	Document issue date	April 2002
Title:	Requirements for the Control of Risks Arising from Fires on Railway Vehicles				
Section:	B	Clause number	B6.2.3 c)		
Amendment text	The final paragraph should read: iv) Any ancillary parts..... The numbering iv) omitted in error, although referenced by this designation in clause B6.2.3 d)				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

Uncontrolled Copy from the catalogue

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/RT2400	Document issue	Two	Document issue date	
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....."</p> <p>i.e. the words "a) and b) " to be deleted as this cross reference is not applicable</p>				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

Uncontrolled Copy from the catalogue

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	One	Document issue date	June 2003
Title:	Railway Wheelsets				
Section:	Part G	Clause number	G2.3		
Amendment text	<p>Delete 'Low track force 13 bogie (LTF 13) wheelset with inside bearings 1360-1362mm'</p> <p>Amend 'Any wheelset with inside bearings, except LTF13 wheelsets 1358-1360mm' to 'Any wheelset with inside bearings 1358-1360mm'</p> <p>The LTF13 bogies have now all been fitted with wheelsets having back-to-back dimension of 1358 – 1360mm, standard adopted for any wheelset with inside bearings. This alteration will prevent incorrect reference to superseded information.</p>				

Document number	GM/RT2466	Document issue	One	Document issue date	June 2003
Title:	Railway Wheelsets				
Section:	Part F Manufacture, repair and overhaul	Clause number	F5.1.1 b)		
Amendment text	The referenced clause should be F5.3.2, not G2.11.3.				

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>				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

Uncontrolled Copy from the catalogue

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/RC3551	Document issue	Three	Document issue date	October 2002
Title:	Approved Code of Practice – Train Driving				
Section:	Part C		Clause number	7.3 Rules of Assessment	
Amendment text	<p>It is recommended that the results of a selection process using the methods listed in Appendix B should be regarded as valid for a period of 5 years from the date of assessment, unless the individual has had a significant life event, e.g. serious illness, accident etc., that may have caused a decrease in cognitive ability. This can be applied retrospectively to applicants assessed since 1st July 2004.</p> <p>Individual companies should ensure that they have sufficiently robust processes in place to detect the occurrence of a "major life event" in the time between assessment and recruitment. If the incidence of a "major life event" that could have an impact on cognitive ability is suspected, the applicant should be re-assessed prior to employment.</p>				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

Uncontrolled Copy from the catalogue

Document number	GO/RC3551	Document issue	Three	Document issue date	October 2002
Title:	Approved Code of Practice – Train Driving				
Section:	Appendix B	Clause number	Driver Selection Criteria and Assessment Tools (table)		
Amendment text	<p>It is recommended that 'Ability to understand mechanical principles' is removed from the core driver selection criteria and assessment tools, as this is no longer considered to be a criterion that is applicable to all driver roles.</p> <p>However, those companies that consider their type of operation requires their train drivers to be able to fix mechanical faults, principally some operators of freight trains and on-track machines, will still be able to retain the mechanical reasoning test in their selection process if they so wish. For those companies who decide to do so, this will be justifiable on the basis that the test has been shown to be a statistically significant predictor of training outcomes, particularly training in practical train handling.</p>				
Section					
Amendment text	Part C	Clause number	7.3 Results of assessment		
	<p>It is recommended that results from the assessment centre should be categorised as passes or fails, a pass indicating that the candidate has reached the minimum acceptable standard for recruitment as a potential train driver. This will replace the current four grade categorisation. Guidance on the level of pass achieved will be provided to both the candidate and the recruitment manager to facilitate a final selection decision.</p>				

Document number	GO/RT3251	Document issue	Four	Document issue date	October 2002
Title:	Train Driving				
Section:	Access to driving cabs	Clause number	11.1		
Amendment text	<p>Amend GO/RT3251 Issue four clause 11.1 to include Rail Accident Investigation Branch (RAIB) investigators as persons entitled to have access to driving cabs in the course of their duty.</p> <p>New bullet point to be inserted into clause 11.1 after bullet point c):</p> <p>d) RAIB Investigators in the course of their duties</p> <p>Then re-letter following bullet points e) to g) inclusive.</p>				

Document number	GO/RT3471	Document issue	One	Document issue date	April 2002
Title:	Incident Response Planning				
Section:	3.2 Identification and reduction of risks and consequences	Clause number	3.2.9		
Amendment text	<p><i>The establishment of the Rail Accident Investigation Branch (RAIB) necessitates minor changes to add references to RAIB.</i></p> <p>3.2.9 The Infrastructure Controller shall consult with the British Transport Police (BTP), and the Health and Safety Executive (Her Majesty's Railway Inspectorate) (HSE HMRI) <u>and the Rail Accident Investigation Branch (RAIB)</u>, to establish a protocol defining the principles between them when BTP, or HSE/HMRI <u>or RAIB</u> attend an incident within the scope of this standard.</p>				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

Uncontrolled Copy from the catalogue

Document number	GO/RT3471	Document issue	One	Document issue date	April 2002
Title:	Incident Response Planning				
Section:	3.2 Identification and reduction of risks and consequences	Clause number	3.2.10		
Amendment text	<p><i>The establishment of the Rail Accident Investigation Branch (RAIB) necessitates minor changes to add references to RAIB.</i></p> <p>3.2.10 The Infrastructure Controller shall seek advice from representatives of other Railway Group members in drafting the protocol and ensure all Railway Group members, BTP, other Emergency Services and HSE HMRI <u>and RAIB</u> receive copies of the agreed protocol.</p>				

Document number	GO/RT3472	Document issue	One	Document issue date	April 2002
Title:	Incident Management and Evidence Gathering				
Section:	3.3	Clause number	3.3.2		
Amendment text	This clause currently contains an incorrect cross-reference to later text in the same document. It states "(see 3.3.14)" this should be "(see 3.3.15)"				

Document number	GO/RT3472	Document issue	One	Document issue date	April 2002
Title:	Incident Management and Evidence Gathering				
Section:	3.3 Ongoing Response	Clause number	3.3.3		
Amendment text	<p><i>The establishment of the Rail Accident Investigation Branch (RAIB) necessitates minor changes to add references to RAIB.</i></p> <p>3.3.3 The infrastructure controller shall ensure that the protocol established in compliance with GO/RT3471 is applied, in agreement with BTP, and HSE HMRI <u>and RAIB</u>, during incidents within the scope of this standard. When the circumstances of an incident require a specific agreement between the organisations involved, the infrastructure controller shall ensure that the agreed document is issued to the RIO, the Rail Incident Commander (RIC) (if appointed) and representatives of BTP, HSE HMRI, <u>RAIB</u>, other emergency services and Railway Group members involved.</p>				

Document number	GO/RT3472	Document issue	One	Document issue date	April 2002
Title:	Incident Management and Evidence Gathering				
Section:	3.3 Ongoing Response	Clause number	3.3.6 (e)		
Amendment text	<p><i>The establishment of the Rail Accident Investigation Branch (RAIB) necessitates minor changes to add references to RAIB.</i></p> <p>(e) liaise with HMRI HSE <u>and RAIB</u></p>				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

Uncontrolled Copy from the catalogue

Document number	GO/RT3472	Document issue	One	Document issue date	April 2002
Title:	Incident Management and Evidence Gathering				
Section:	3.3 Ongoing Response	Clause number	3.3.15 (e)		
Amendment text	<p><i>The establishment of the Rail Accident Investigation Branch (RAIB) necessitates minor changes to add references to RAIB.</i></p> <p>(e) establish on-site liaison with HSE HMRI <u>and RAIB</u></p>				

Document number	GO/RT3472	Document issue	One	Document issue date	April 2002
Title:	Incident Management and Evidence Gathering				
Section:	3.3	Clause number	3.3.17 (h)		
Amendment text	<p><i>The establishment of the Rail Accident Investigation Branch (RAIB) necessitates minor changes to add references to RAIB.</i></p> <p>(h) give advice to the emergency services, HSE HMRI, <u>RAIB</u> and local authorities on matters relating to train operations, casualty response and humanitarian assistance</p>				

Document number	GO/RT3472	Document issue	One	Document issue date	April 2002
Title:	Incident Management and Evidence Gathering				
Section:	3.7 Hazards	Clause number	3.7.4		
Amendment text	<p><i>The establishment of the Rail Accident Investigation Branch (RAIB) necessitates minor changes to add references to RAIB.</i></p> <p>3.7.4 The infrastructure controller's control facility shall advise all involved organisations, including the emergency services, and HSE HMRI and RAIB (if involved) if any vehicle contains asbestos or PCBs and whether these have been partially removed.</p>				

Document number	GO/RT3472	Document issue	One	Document issue date	April 2002
Title:	Incident Management and Evidence Gathering				
Section:	3.8 Restoration of Normal Working	Clause number	3.8.6		
Amendment text	<p><i>The establishment of the Rail Accident Investigation Branch (RAIB) necessitates minor changes to add references to RAIB.</i></p> <p>3.8.6 The RIO shall, in conjunction with the RIC, the emergency services, HSE HMRI, <u>RAIB</u> and other organisations involved, decide when the incident shall be deemed to be concluded and when the requirements of this document cease to apply. <i>(Then as written)</i></p>				