



# INFORMATION BULLETIN

## Train Horns



Following the recommendations of the cross industry Steering Group, published in December 2006, the industry has now considered the proposed changes in standards, and taken the decision to implement them.

The three changes are

1. The introduction of a night time quiet period, between 2300 and 0700 when trains will no longer routinely sound their horns at whistle boards
2. That where the technology is available, drivers will only use the low tone from the two tone horn at 'whistle boards'
3. For all new or replacement train horns on trains capable of travelling up to 160kph a much lower minimum sound pressure level has been established – and a maximum sound level has been introduced (Min 101dB and Max 106dB)

The first two changes will be implemented from 7 April 2007 through internal industry publications and the standard for new horns is available with immediate effect although the formal standard change will come into effect in June 2007. The period to 7 April is provided to allow for briefing of train crews and communication with the public and those who responded to the consultation. The Rule Book (GE/RT8000 module TW1) will be updated when it is next re-issued.

This follows an extensive consultation process involving the rail industry, members of the public, MPs and associations. The responses to the consultation were considered by standards committees in January (Rolling Stock) and February (Traffic Operation and Management), and taking account of the reports of the Steering Group, and all the material associated with the consultation, they decided to implement the proposed changes with only minor textual changes.

Whilst the vast majority of responses to the consultation supported all of the changes, there were a significant number of respondents who said that the proposals do not go far enough, and that the new standard for train

horns should require a retrospective change to all current horns. Both the Steering Group and the Rolling Stock Standards Committee considered these responses and concluded that it is not justified to impose a national change because the recommendations, taken as a whole, are expected to make a significant improvement for all neighbours; a national change would cost very significant sums of money and not all train operators have sound problems. Accordingly it was decided to leave flexibility for train operators to make their own decisions.

Work is continuing on the development of a draft specification that may be used to develop alternative technology for horns and this is expected to be available during March 2007.

In light of the fact that the recommendations will not address all of the concerns, Rail Safety and Standards Board (RSSB) and industry colleagues will keep the implementation of the recommendations under review and meet again following the implementation to consider whether any other steps are needed.

For more information please visit [www.rssb.co.uk/com-relations.asp](http://www.rssb.co.uk/com-relations.asp)

## Standards News

### Facilitating the movement of locomotives across the European Union

#### Proposals to amend the Safety and Interoperability Directives

The European Commission issued, on 13 December 2006, a series of proposals intended to "support the revitalisation of the railway sector by removing obstacles to the circulation of trains throughout the European rail network". The measures include a communication on the simplification of certification of railway vehicles, a proposal to recast the existing Railway Interoperability Directives and to modify the Regulation establishing a European Railway Agency and the Railway Safety Directive.



Details can be found on the web site of the EC Directorate-General for Energy and Transport, at [http://ec.europa.eu/transport/rail/safety/cross-acceptance\\_en.htm](http://ec.europa.eu/transport/rail/safety/cross-acceptance_en.htm).

The Communication explains the purpose of these measures as follows:

“Firstly ... one of the crucial points still requiring improvement to facilitate the movement of trains concerns the procedure for the approval of locomotives [the measures actually cover all rolling stock, not just locomotives]. According to manufacturers and railway companies, this procedure is still often very long and too costly. They believe there is little justification on purely technical grounds for some of the requirements imposed by the competent authorities. This is the problem which the Commission proposes to resolve through this initiative. This will be done by providing for changes to the legislative framework and asking the competent authorities of the Member States to adjust their procedures with immediate effect.

Secondly, in the framework of the programme for simplifying legislation the Commission proposes consolidating and merging the Railway Interoperability Directives (96/48, 2001/16, 2004/50).

Thirdly, drawing on its ten years' experience of implementing the “Interoperability” Directives, and working on the basis of the Member States' contribution to the work done by the committee assisting the Commission and the contributions which were forthcoming from all stakeholders to the development of the TSIs, the Commission intends to propose a series of improvements to the technical part of the regulatory framework.”

More details can be found in the Safety Legislation Update at [www.rssb.co.uk/pdf/sli-42.pdf](http://www.rssb.co.uk/pdf/sli-42.pdf)

For more information, contact **Graham Arkwright**, senior safety policy advisor on **020 7904 7963** or email [graham.arkwright@rssb.co.uk](mailto:graham.arkwright@rssb.co.uk)

### Driver Selection Steering Group

An industry wide steering group, facilitated by RSSB, is currently working to take forward recommendations from a review of the Train Driver Selection Process (briefed to industry in October 2006). This review identified a number of recommendations for improvements that could be made to the Train Driver selection process to improve its efficiency and effectiveness. The steering group was set up in January 2006 and has implemented

some changes to the selection process, including changes to the cut off scores on the current tests to improve their effectiveness. Those changes were implemented on 1 January 2007.

As part of the development work, additional and more appropriate selection criteria have been identified. Part of the steering group's role has been to review and develop suitable replacement selection tests. One of these, the 'Test of Everyday Attention' is about to be trialled and evaluated to see whether it is a suitable replacement to the current test of attention.

The steering group includes representatives from employers of passenger, freight and on-track machine drivers, trade unions, and chaired by Steve Bence of ATOC. The technical work has been conducted and managed by the Human Factors team at RSSB, funded by the industry's Research and Development programme.

For further information please contact **Elaine Grimes**, human factors specialist on **020 7904 7887** or email [elaine.grimes@rssb.co.uk](mailto:elaine.grimes@rssb.co.uk).

### Publications and Withdrawals in the Railway Group Standards Catalogue – Issue date February 2007

#### New or Revised Publications:

GO/RT3473 Issue 3, Rapid Response - Formal Investigations and Local Investigations

GO/GN3673 Issue 3, Rapid Response - Guidance Note: Formal Investigations and Local Investigations

RSSB-GSM-R-OC, Issue 1 - UK Application of GSM-R The Operational Concept

RS/502 Issue 1, Update 1 - COSS Handbook December 2006

GO/RT3350/1 Form - Urgent Operating Advice Report Form. To support GO/RT3350.

GE/RT8000/Briefing Leaflet Issue 11 - June 2007

GO/RT8001 - Issue 10 - Changes to specified operations publications, February 2007

#### Withdrawn Publications

The following standards have been withdrawn as they are out of scope of Railway Group Standards as they contain measures applicable to individual duty holders, and no interfaces are involved. This is in accordance with the Strategy for Standards Management.

GK/RT0007 - Alterations to Permissible Speeds

GN/RM2525 - Wheelsets Manual

GO/RT3406 - Competence Requirements for Safe Loading of Rail Vehicles

GO/RT3358 - Persons responsible for protecting Work On or Near the Line



GO/RC3558 - RACOP: Person responsible for protecting Work On or Near the line

GE/RT8067 - Personal Track Safety

GH/RT4004 - Changes in working hours - safety critical work

For more details on changes to these standards, please refer to [www.RGSONline.co.uk](http://www.RGSONline.co.uk) or contact **Marie Marks, head of standards management** on **020 7904 7588** or email [marie.marks@rssb.co.uk](mailto:marie.marks@rssb.co.uk)

Got an issue with a Railway Group Standard? Call the **RSSB Enquiry Desk** on **020 7904 7518** or email [enquirydesk@rssb.co.uk](mailto:enquirydesk@rssb.co.uk)

If that doesn't sort out the issue – let me know.  
**Anson Jack, director, standards** on **020 7904 7703**.

## Optimising the future railway - the work of the System Interface Committees

RSSB in association with the Institute of Mechanical Engineers, is pleased to announce the 2007 System Interface Committees Seminar, to be held on 28 March.

The Technical Strategy being developed by industry members and facilitated by the Department for Transport provides a vision to guide the future development of the rail industry over forthcoming years. The work of the cross-industry System Interface Committees in resolving issues that cross interface boundaries between the various railway subsystems has already become a key contributor to progress towards a safer, more cost effective and more sustainable railway. In the course of the next year the System Interface Committees, working with the Network Rail's Future Rail initiative, will be critical to achievement as the industry start to make the changes needed to deliver the long term vision.

This seminar will explore the issues currently being addressed by the System Interface Committees, in the

context of the Technical Strategy, and provide an opportunity for attendees to discuss some of the key issues that need addressing in the near future.

The RSSB provides administrative and technical support to the System Interface Committees, as well as overseeing the research and development projects which they request on the industry's behalf.

For further information please contact **Adam Milligan at RSSB** on **020 7904 7629** or email [adam.milligan@rssb.co.uk](mailto:adam.milligan@rssb.co.uk) or **Danielle Wright at IMechE** on **020 7304 6835** or [d\\_wright@imeche.org](mailto:d_wright@imeche.org). To view the event programme and book your place, visit the IMechE's website at [www.imeche.org.uk/events/futurerailway](http://www.imeche.org.uk/events/futurerailway)

## Retirement – Roger Taylor



Roger Taylor who has led the Formal Inquiries team at RSSB will be retiring from the industry on 23 February 2007 after completing almost 39 years railway service. The Formal Inquiries team has produced reports into the serious train accidents at Hatfield, Potters Bar and Ufton Nervet and most recently the passenger fatalities on the level crossing at Eisenham. The process has enabled the industry itself to thoroughly and consistently investigate accidents and ensure the lessons are learned. Roger's wealth of experience and professionalism has earned respect from colleagues in the industry and credibility in the UK and overseas for the work itself.

## Community Safety – Industry Review

In March 2007, Chris Leech, Youth and Community Liaison Manager, Northern Rail will be joining Rail Safety and Standard Board National Initiatives team on a three day per month secondment. Chris will join the team as a community safety specialist where he will undertake a review of the mainline rail industry's arrangements for managing the business risk posed by crime and misbehaviour on the railway. The aim of this study will be to identify the extent of the industry's involvement in community safety activities including formal and informal educational programmes, interaction with BTP and interaction with agencies outside the industry such as CDRPs, local authorities and police forces. An area of



## Events

particular interest will be the participation of rail companies in reparation schemes for offenders.

The review should promote awareness of the tools and resources that are currently available, contribute to the development of new materials and activities aimed at reducing the risk arising from railway crime and encourage the adoption of good practice from within the industry and beyond.

For more information please contact **Kerry Taylor**, community safety project manager on **020 7904 7674** or email [kerry.taylor@rssb.co.uk](mailto:kerry.taylor@rssb.co.uk)

## Effect of the Physical Agents (Electromagnetic Fields) Directive on railway operations

The Health and Safety Executive (HSE) is currently preparing the UK legislation that will implement the Physical Agents (Electromagnetic Fields) Directive. This legislation deals with the risk to employees of exposure to Electric and Magnetic Fields. Each employer in the railway industry will, as a minimum, have to assess if any of its workers are exposed to fields in excess of the limits within the directive.

David Knights, Principal Energy Engineer has been asked to represent the railway industry on the cross-sector working group that is advising the HSE with regard to the implications of the legislation on UK industry. To ensure that RSSB represents the whole of the UK rail industry, a meeting was held on 5 February, at which the RSSB research contractor briefed the work that had been done to date. The representatives who attended this meeting then debated what might arise and advised on the key issues that need to be fed back to the HSE. It was agreed that this "mirror group" would meet again as and when there were further issues to discuss or further questions that needed to be addressed.

For further information please contact **David Knights**, principal energy engineer on **020 7904 7638** or e-mail [david.knights@rssb.co.uk](mailto:david.knights@rssb.co.uk)

| Date              | Name of event   | Location   |
|-------------------|---|--|
| 14 March 2007     | Community Safety Forum  | Aston Villa Conference Centre, Aston, Birmingham |
| 28 March 2007     | System Interface Committees Seminar – Optimising the Future Railway<br><a href="http://www.imeche.org.uk/event/s/events.asp?year=2007">www.imeche.org.uk/event/s/events.asp?year=2007</a> | IMechE London                                    |
| 29 March 2007     | Simulation Seminar  | Lakeside, Aston Business School, Birmingham      |
| May 2007          | Human Factors Seminar on Fatigue  | Date and Venue tbc                               |
| 19 - 20 June 2007 | Risk Management Forum   | Nottingham University, Nottingham                |
| September 2007    | Driver Training and Management Event  | Date and Venue tbc                               |

If you would like to receive further information about these events please contact **Stella Okezie**, acting conference manager on **020 7904 7934** or email [stella.okezie@rssb.co.uk](mailto:stella.okezie@rssb.co.uk)

## Spotlight

### Safety Risk Model - Templates v5

RSSB has released the Templates for use with version five of the Safety Risk Model. The Templates have been created by RSSB's Risk Assessment Team to help Railway Undertakings (RU) understand the Safety Risk Model and generate an initial risk profile associated with their operations. They provide a starting point for RUs to meet their responsibilities under relevant UK legislation and standards (eg Safety Management Systems (SMS) under the ROGS Regulations or possession licensing arrangements with Network Rail). They are designed to be used in conjunction with the Guidance Note GE/GN8561 ('Guidance on the preparation of Risk Assessments within Railway Safety Cases') and the Risk Profile Bulletin issue 5 (Aug 2006).

The appearance, function and assessment methodology is similar to version 4, however, there are significant structural changes and these are detailed in the accompanying user guide, which should be read before attempting to use the Templates.

For more information contact **Ruairi Kennedy**, risk analyst on **0207 904 7492** or email [ruairi.kennedy@rssb.co.uk](mailto:ruairi.kennedy@rssb.co.uk)