

RSSB

Certificate of Derogation from a Railway Group Standard

(in accordance with part 6 of the Railway Group Standards Code)

1. Type of deviation

Deviation Number: **03/065/DGN**

Revised 14/02/2011

The type of the certificate was revised on 06/01/2011 to :
Derogation

2. Details of applicant:

Chiltern Railway, Western House, 14 Rickfords Hill, Aylesbury, Bucks
HP20 2RX

3. Your reference number:

N/A

4. Status of applicant:

Railway Undertaking, RSSB Member

5. Title of certificate:

Kinematic gauging requirements for railway vehicles

6a. Details of Railway Group Standard (RGS):

RGS Number:	Issue No:	Issue Date:	Title:
GM/RT2149	Two	August 2000	Requirements for Defining and Maintaining the Size of Railway Vehicles

6b. RGS clause(s):

6.2 b

6c. RGS clause requirements:

"6.2

The swept envelopes of the vehicle between the plane of the rails and a height of 1100mm above the plane of the rails shall provide the following clearances:

...

b) 50mm from the structure gauges defined in GE/RT8029 Appendices B and C for all other areas below 1100mm above the plane of the rails, except in the case of c) and d) below;

..."

7. Scope of deviation:

Porterbrook 45 Turbostars -
Class 168/2 Chiltern 5, Units 168214 to 168217
Class 170/7 Porterbrook 3, Units 170721 to 170799

8. Impacts of complying with the current RGS requirement:

Vehicle is clear of GE/RT8029 Appendix C structure gauge by greater than 25mm but less than 50mm. Severity/degree of temporary non-compliance is considered to be minor.

9. Proposed alternative actions:

The vehicles are gauged using the Clear route model for the particular vehicle type. This ensures that clearances to 'real' structures on the railway are achieved.

10. Impacts of the alternative actions:

Compliance with GC/RT5212 appendix 1 is achieved, therefore compliance with the requirement of GM/RT2149 issue 3 is achieved. This RGS supersedes GM/RT2149 Issue 2, the contract applicable RGS.

Attachment to application is:

Supporting letter from Chiltern Railways dated 13/03/2003.

The Turbostar concept, on which these vehicles are based, were designed to fulfill the requirements of the gauging information available at the time. From the various gauges available at that time Bombardier constructed a gauge line which was agreed with Network Rail. Above the level of the platform an area was identified in a document known as TME 587 as being for footsteps only. This was incorporated into Bombardier's gauge. As protrusion of footsteps was allowable in this area, it followed that no structures were allowed in this area. The Turbostar vehicles were designed to have stepping distances no worse than other vehicles operating on similar routes, which necessitates a very similar footstep position.

11. What other options have been considered?

N/A

12. Consultation with affected parties

Consultation not required as certificate revised at the request of RSSB.

13. Additional actions/observations:

Upon receipt, the applicant is required to identify affected, interfacing parties and copy this certificate, together with supporting information, to those parties.

This certificate was revised on 14/02/2011 to change the deviation into a permanent derogation.

14. Method of elimination:

N/A

15. Start and end date:

N/A

16. Signature of applicant:

Date of application:

13/03/2003

17. Status in respect of National Technical Rules:

GM/RT2149 Issue 2 is not on the list of the proposed NNTRs under the Conventional or High Speed Rail TSIs.

18. Status in respect of National Safety Rules:

GM/RT2149 Issue 2 is not on the list of the proposed National safety Rules under the Conventional or High Speed Rail TSIs.

19. Lead Standards Committee details:

Name of Committee:

Traction and Rolling Stock

Date of meeting

04/04/2003

Minute reference:

03/TRS/04/094

Authorised by:

Signed by Cliff Cork on 14/02/2011

Date of Authorisation:

14/02/2011

Cliff Cork
Head of Delivery, Infrastructure and Rolling Stock