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What’s New

Welcome to the June 2014 edition of the Railway Group Standards (RGS) catalogue.

The following can be found within this section:

- News Bulletin
- Summary of main changes
- Changes from catalogue March 2014

NEWS BULLETIN

This issue sees the following changes:

- One new Standard
- Four up-issued Standards
- Five new Guidance Notes
- Three up-issued Guidance Notes
- One new Rail Industry Standard
- Two up-issued Rail Industry Standards
- One withdrawn Code of Practice
- Five up-issued Forms
- One new Technical Note
- One up-issued Technical Note Index
- One new ATOC Guidance Note
- One new M&EE Code of Practice
- Three up-issued M&EE Codes of Practice
- Sixteen new Amendments (Fifteen of which relate to new RSSB website links)

Details can be found in the summary and table of changes.

If you have any comments regarding the content, style or layout of the RGS Catalogue or the rgsonline website please contact RSSB Enquiry Desk on 020 3142 5400 or enquirydesk@rssb.co.uk. Hardcopies of the RGS Catalogue and Railway Group Standards can be purchased from Willsons Printers (01636702334).

SUMMARY OF MAIN CHANGES – JUNE 2014

RIS-1530-PLT Rail Industry Standard for Engineering Acceptance of On-Track Plant and Associated Equipment (New Issue)
The revision to RIS-1530-PLT is to clarify requirements and guidance concerning the acceptance process for modified vehicles, rail vehicle braking, wired remote control devices and external lights.

GMRT2273 Post Incident and Post Accident Testing of Rail Vehicles (New Issue)
This document has been revised to include an objective train horn testing regime following when a train has been involved in certain types of accidents or incidents. Also, requirements on brake testing have been revised to provide further clarity.

GMRT2472 Requirements for Data Recorders on Trains (New Issue)
This document mandates compliance with BS EN 62625-1:2013 for the equipment requirements; the information to be recorded aligns with that required by the OPE TSI.

RIS-2703-RST Rail Industry Standard for Driver Only Operated On-train Camera / Monitor Systems (New)
This document has been produced to provide the industry with requirements and guidance for on-train camera / monitor systems (OTCM systems) associated with driver only operation of passenger (DOO)(P)) trains.

RIS-2705-RST Rail Industry Standard for Crippling and Release of Freight Wagons (New Issue)
This document has been revised to reflect the changes in European regulation 445/2011 on a system of certification of entities in charge of maintenance for freight wagons. Requirements have been clarified to reflect the amendment in regulation and the responsibility of the entities in charge of maintenance.

Form RT3119-A Provisional SPAD Data Collection Form (Infrastructure Manager) (New Issue)
The form has been updated following the 12 month review of GORT3119 and GOGN3519, to correct the email address for enquiries to RSSB as it has changed since the issue date.

Form RT3119-B Provisional SPAD Data Collection Form (Railway Undertaking) (New Issue)
The form has been updated following the 12 month review of GORT3119 and GOGN3519, to correct the email address for enquiries to RSSB as it has changed since the issue date.
Two minor additions regarding the options listed in section 3.2 (MPV) and 4.1 (OTM) in accordance with an enquiry received. Deletion of one question as it was duplicated in the form.

Form RT3119-C Provisional ERTMS SPAD Data Collection Form (Infrastructure Manager) (New Issue)
The form has been updated following the 12 month review of GORT3119 and GOGN3519, to correct the email address for enquiries to RSSB as it has changed since the issue date.

Form RT3119-D Provisional ERTMS SPAD Data Collection Form (Railway Undertaking) (New Issue)
The form has been updated following the 12 month review of GORT3119 and GOGN3519, to correct the email address for enquiries to RSSB as it has changed since the issue date and also to delete one question that was duplicated in the form.

Form RT3193 06-14A Driver's Single Line Working Ticket (New Issue)
As part of project 13/001 Introduction of rules associated with the implementation of MCB-OD type Level Crossings to Network Rail Infrastructure, this form was originally issued in March 2014, but due to an issue with the form heading (both sides showed 'Right Direction') it has now been corrected and updated. This Form RT3193 06-14A supersedes Form RT3193 06-14 with immediate effect.

GORT3451 Train Drivers – Suitability and Medical Fitness Requirements (New Issue)
This document has been updated to reflect the new driver's compliance with TDLCR, the driving minimum age and to clarify eyesight testing requirements, when individuals use more than one type of correction. Requirements related to train dispatch, shunting and travelling as a competent person with a train driver are now transferred to GORT3452 issue one.

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GORT3452 Train Movement – Medical Fitness Requirements (New)
The requirements in relation to train dispatch, shunting and those staff travelling as a competent person with a train driver, currently in GORT3451 issue three, have been transferred to this document.

GORC3561 Recommendations for Train Movement – Staff Suitability and Fitness Requirements (Withdrawal)
This document has been withdrawn and its contents are transferred to either GORT3451 issue four (information related to drivers) or GORT3452 issue one (information related to train dispatch, shunting and those staff travelling as a competent person with a train driver).

GOGN3655 Guidance on Medical Fitness for Railway Safety Critical Workers (New Issue)
Minor changes to the document references have been made.

GERT8001 Changes to National Operations Publications for June 2014 (New Issue)
This document has been re-issued, taking into consideration amendments to National Operations Publications (NOPs).

GEGN8607 Guidance on the Use of Escrow Agreements for Rail Applications (New)
This document has been developed to provide guidance on escrow agreements and their railway applications.

GEGN8640 Guidance on Planning an Application of the Common Safety Method on Risk Evaluation and Assessment (New)
This guidance was developed as part of the RSSB research project T955 and provides guidance on the application of the 'Common Safety Method on Risk Evaluation and Assessment' (CSM RA) required by Commission Regulation (EC) No 352/2009. This guidance is intended to assist infrastructure managers (IMs) and railway undertakings (RUs) plan an application of the process.

GEGN8641 Guidance on System Definition (New)
This guidance was developed as part of the RSSB research project T955 and provides guidance on the application of the 'Common Safety Method on Risk Evaluation and Assessment' (CSM RA) required by Commission Regulation (EC) No 352/2009. This guidance is intended to assist infrastructure managers (IMs) and railway undertakings (RUs) in undertaking system definition.

GEGN8642 Guidance on Hazard Identification and Classification (New Issue)
This guidance was developed as part of the RSSB research project T955 and provides guidance on the application of the 'Common Safety Method on Risk Evaluation and Assessment' (CSM RA) required by Commission Regulation (EC) No 352/2009. This guidance is intended to assist infrastructure managers (IMs) and railway undertakings (RUs) in hazard identification and classification.

GEGN8643 Guidance on Risk Evaluation and Risk Acceptance (New Issue)
This guidance was developed as part of the RSSB research project T955 and provides guidance on the application of the 'Common Safety Method on Risk Evaluation and Assessment' (CSM RA) required by Commission Regulation (EC) No 352/2009. This guidance is intended to assist infrastructure managers (IMs) and railway undertakings (RUs) in evaluating risk and deciding whether or not to accept it, when applying the CSM RA.

GEGN8644 Guidance on Safety Requirements and Hazard Management (New)
This document gives practitioner level guidance on the application of the risk management process set out in the 'Common Safety Method on Risk Evaluation and Assessment' (CSM RA). Specifically, this guidance is intended to assist infrastructure managers (IMs) and railway undertakings (RUs) when applying the CSM RA to formulate safety requirements, comply with them, demonstrate compliance and manage hazards.

GEGN8645 Guidance on Independent Assessment (New)
This document gives practitioner level guidance on the application of the risk management process set out in the 'Common Safety Method on Risk Evaluation and Assessment' (CSM RA). Specifically, it gives guidance on commissioning and managing an independent assessment by an assessment body.

TN049 OTM Structural Strength (New)
To clarify in GMRT2400 issue five, which 'structural category' should be applied when using BS EN 12663-1:2010.

TN-index Index to Rolling Stock Assessment Technical Notes (New Issue)
The index has been updated to reflect the publication of TN049; to clarify in GMRT2400 issue five, which 'structural category' should be applied when using BS EN 12663-1:2010.

COP0002 Code of Practice for Planning for the Use of Mobile Operated Plant (New Issue)
This document details the minimum planning requirements for use of plant. It was traditionally for planning the use of road-rail vehicles, rail mounted maintenance machines and trailers, but has been updated to now include civils construction plant used on or near the line. This COP details the planning arrangements for the use of the plant but does not include lifting operations, which is in a separate COP (COP0011).

COP0018 Code of Practice for Rail Mounted Manually Propelled Equipment (New Issue)
This document details the use and some aspects of the design and maintenance of rail mounted manually propelled equipment (trolleys and similar equipment) to prevent run-aways. It concerns all rail mounted manually propelled equipment and includes tools and equipment with more than two rail wheels. The document includes a brake test procedure that can be used during initial design acceptance. The revised document has been made applicable to all infrastructure managers and also now includes pre use checks for additional types and designs of equipment not previously covered.

COP0024 Code of Practice for Use and Loading of MEWPs (New Issue)
This Code of Practice concerns rail mounted MEWPs and also road MEWPs used in the railway environment and details their use, particularly:

a) Processes for type and amount of loads (that is personnel and materials) that should safely be permitted in the work platform of a MEWP.
b) The use of work restraint anchor points.
c) Getting in and out of the work platform at height.

The document has been updated and includes section on pre use checks and safe use of hand tools at height.

COP0029 Code of Practice for the Independence and Competence of LOLER Thorough Examiners (New)
This is a new code of practice which details the various minimum requirements for independence of the examiner for thorough examination of lifting equipment and accessories and the minimum competence levels needed for use in the railway industry. The M&EE Group have looked at the various practices currently in use, and at the legislation applicable to the important safety regime and have devised some practical pragmatic guidance for the railway industry to use.

ATOCGN021 Provision of Drinking Water for On-Train Use (New)
A new ATOC Guidance Note to replace the original ATOC Good Practice Guide on the same subject. The content has been fully reviewed but it remains substantially unaltered beyond updating the terminology, cross-references and details of useful contacts.

ON-GOING CHANGES FROM PREVIOUS ISSUES

GERT8000-AC AC electrified lines (New Issue)
This document has been updated following the withdrawal of the AM module. You will need this module if you carry out the duties of a train driver, guard, shunter, designated person (DP), signaller, crossing keeper or person in charge of sidings in AC electrified areas.

GERT8000-AM AM Amendments Module (Withdrawal)
Following the conclusion of the industry agreed project, 'The New Approach to the Rule Book', amendments to the Rule Book will no longer be published in an Amendments Module (AM). This will mean that from June 2014 the Rule Book Modules published on rgsonline.co.uk will be the current versions.

GERT8000-DC DC electrified lines (New Issue)
This document has been updated following the withdrawal of the AM module. You will need this module if you carry out the duties of a train driver, guard, shunter, designated person (DP), signaller, crossing keeper and person in charge of sidings in DC electrified areas.

GERT8000-G1 General safety responsibilities and personal track safety for non-track workers (New Issue)
This document has been updated following the withdrawal of the AM module. You will need this module if you carry out the duties of a train driver, guard, shunter, designated person (DP) and a signaller or crossing keeper in General safety responsibilities and personal track safety for non-track workers.

GERT8000-Issue HB Rule Book Handbook Issue History (New Issue)
The Rule Book Handbook Issue History has been updated to align with any Rule Book (GERT8000) changes within this period and lists the current issue of each document.

GERT8000-HB6 General duties of an individual working alone (IWA) (New Issue)
Following a Rail Accident Investigation Branch (RAIB) investigation, it was recommended that information for the IWA to help working out warning times should be added to the handbook. The handbook now includes an 'aid to working out warning times' and the sighting distance charts. You will need this handbook if you carry out the duties of an individual working alone (IWA).

GERT8000-HB7 General duties of a controller of site safety (COSS) (New Issue)
Following a Rail Accident Investigation Branch (RAIB) investigation, it was recommended that information for the IWA to help working out warning times should be added to the handbook. The handbook now includes an 'aid to working out warning times' and the sighting distance charts. You will need this handbook if you carry out the duties of a controller of site safety (COSS).

GERT8000-HB8 IWA, COSS or PC blocking a line (New Issue)
This handbook has been updated following the Tranche 7 & 8 12 month review. You will need this handbook if you carry out the duties of a IWA, COSS or PC blocking a line.

GERT8000-HB9 IWA or COSS setting up safe systems of work within possessions (New Issue)
This handbook has been updated to clarify the instructions regarding speeds within a worksite. You will need this handbook if you carry out the duties of a IWA or COSS setting up safe systems of work within possessions.

GERT8000-HB10 Duties of the COSS and person in charge when using a hand trolley (New Issue)
As part of project 13/001 Introduction of rules associated with the implementation of MCB-OD type Level Crossings to Network Rail Infrastructure, this handbook has been updated. You will need this handbook if you are the COSS and person in charge when using a hand trolley.

GERT8000-HB11 Duties of the person in charge of the possession (PICOP) (New Issue)
This handbook has been updated as part of project 13/001 Introduction of rules associated with the implementation of MCB-OD type Level Crossings to Network Rail Infrastructure. In addition, speeds within a worksite have been clarified. You will need this handbook if you carry out the duties of the PICOP.

GERT8000-HB12 Duties of the engineering supervisor (ES) (New Issue)
This handbook has been updated as part of project 13/001 Introduction of rules associated with the implementation of MCB-OD type Level Crossings to Network Rail Infrastructure. In addition, speeds within a worksite have been clarified. You will need this handbook if you carry out the duties of the ES.

GERT8000-HB14 Duties of the person in charge of loading and unloading rail vehicles during engineering work (New Issue)
This handbook has been updated following the Rule Book changes made as part of Tranche 12 of the New Approach project. You will need this handbook if you carry out the duties of the person in charge of loading and unloading rail vehicles during engineering work.

GERT8000-HB18 Duties of a level crossing attendant (New Issue)
This handbook has been updated as part of project 13/001 Introduction of rules associated with the implementation of MCB-OD type Level Crossings to Network Rail Infrastructure. You will need this handbook if you carry out the duties of a level crossing attendant.

GERT8000-Gloss Glossary of Railway Terminology (New)
This document has been created to meet the requirements of the European Rail Agency, the glossary is now presented by two methods – by subject matter and by alphabetical listing.

GERT8000-Index Rule Book Index and Glossary (Withdrawal)
The Rule Book Index and Glossary has been replaced by a new Rule Book Glossary.

GERT8000-Issue Rule Book Module Issue History (New Issue)
The Rule Book Module Issue History is updated on a six monthly basis to align with any Rule Book (GERT8000) changes within that period, and lists the current issue of each document.

GERT8000-OTM Working of on-track machines (OTM) (New Issue)
This module has been updated following the withdrawal of the AM module. You will need this module if you carry out the duties of a driver of an on-track machine, an operator of an on-track machine or a signaller in Working of on-track machines (OTM).

GERT8000-P1 Single line working (New Issue)
This module has been updated as part of project 13/001 Introduction of rules associated with the implementation of MCB-OD type Level Crossings to Network Rail Infrastructure. You will need this module if you carry out the duties of a driver, a pilotman or a signaller in single line working.

GERT8000-PoSA Proceed-on-Sight Authority (PoSA) (New Issue)
This module has been updated following the withdrawal of the AM module and to include reference to obstacle detection (OD) level crossings. These instructions are additional to all other Rule Book modules. They apply only where PoSA signals are provided. You will need this module if your duties require you to identify and understand the meaning of PoSA signals.

GERT8000-RBBL Rule Book Briefing Leaflet (New Issue)
The Rule Book Briefing Leaflet contains details of the changes made to the Rule Book (GERT8000) that come into force in June 2014.

GERT8000-T3 Possession of a running line for engineering work (New Issue)
This module has been updated following the withdrawal of the AM module and to include instructions relating to obstacle detection (OD) level crossings. You will need this module if you carry out the duties of a driver or a signaller in possession of a running line for engineering work.

GERT8000-T10 Duties of a designated person (DP) and people working on rail vehicles (New Issue)
This module has been updated following the withdrawal of the AM module. You will need this module if you carry out the duties of a designated person and people working on a rail vehicle.

GERT8000-TS1 General signalling regulations (New Issue)
This module has been updated as part of project 13/001 Introduction of rules associated with the implementation of MCB-OD type Level Crossings to Network Rail Infrastructure. The 12 month review changes have also been incorporated. You will need this module if you carry out the duties of a signaller in charge of sidings in general signalling regulations.

GERT8000-TS2 Track circuit block regulations (New Issue)
This module has been updated following the withdrawal of the AM module and to include instructions relating to multi-purpose vehicles (MPVs). This module sets out the regulations for train signalling by the track circuit block system. You will need this module if you carry out the duties of a signaller in a track circuit block area.

GERT8000-TS3 Absolute block regulations (New Issue)
This module has been updated following the withdrawal of the AM module and the output from the 12 month review. This module sets out the regulations for train signalling on double lines by the absolute block system. You will need this module if you carry out the duties of a signaller in an absolute block area.

GERT8000-TS5 Tokenless block regulations (New Issue)
This module has been updated following the 12 month review. This module sets out the regulations for train signalling on single lines by the tokenless block system. You will need this module if you carry out the duties of a signaller in a tokenless block area.

GERT8000-TS7 No-signaller token regulations (New Issue)
This module has been updated following the 12 month review. This module sets out the regulations for train signalling on single lines by the no-signaller token system. You will need this module if you carry out the duties of a signaller in a no-signaller token area. You will also need module TS8 - One-train working regulations.

GERT8000-TS8 One-train working regulations (New Issue)
This module has been updated following the 12 month review. This module sets out the regulations for one-train working on single lines. You will need this module if you carry out the duties of a signaller in a one-train working area, whether or not a train staff is provided, and a no-signaller token area.

GERT8000-TS9 Level crossings – signallers' regulations (New Issue)
This module has been updated following the withdrawal of the AM module and to include instructions relating to obstacle detection (OD) level crossings. You will need this module if you carry out the duties of a signaller in an area where there is a level crossing.

GERT8000-TW5 Preparation and movement of trains. Defective or isolated vehicles and on-train equipment (New Issue)
This module has been updated to discontinue the use of the mobile telephone to permit movement of trains which experience a failure of the train radio as it is contrary to the mobile telephone policy of some TOCs. You will need this module if you carry out the duties of a driver, a guard, a signaller or a train preparer.

GERT8000-TW7 Wrong-direction movements (New Issue)
This module has been updated following the withdrawal of the AM module. You will need this module if you carry out the duties of a driver or a signaller.

GERT8000-TW8 Level crossings – drivers' instructions (New Issue)
This module has been updated following projects 13/010 and 13/001, and the withdrawal of the AM Amendments Module. You will need this module if you carry out the duties of a driver.

GIRT7016 Interface between Station Platforms, Track and Trains (New Issue)
This document has been re-issued, taking into consideration revisions to requirements for platform extensions on curves, platform width, and cross fall, the deletion of requirements for extending the length of existing platforms, the inclusion of requirements for height of platform recess, and the transfer of Appendices A, B C and D to GIGN7616 and Appendix E to RIS-7702-INS. This document mandates requirements for the design and maintenance of station platforms for their safe interface with trains

GIGN7616 Guidance on Interface between Station Platforms, Track and Trains (New Issue)
This document has been re-issued, to align with the revision of GIRT7016 from issue four to issue five, the changes to the published Conventional Rail Infrastructure Technical Specification for Interoperability (CR INF TSI) and the new guidance on the assessment of risk from the aerodynamic effects of passing trains (see Appendix G of this document). The document title has been changed to cover increased scope. This document gives guidance on interpreting the requirements of Railway Group Standard GIRT7016 – Interface between Station Platforms, Track and Trains, relating to platform geometry and specifically supports Parts 2, 3, 4, 5, 6, 7, 8, 9 and 11. It does not constitute a recommended method of meeting any set of mandatory requirements. There is no guidance to support GIRT7016 Part 10 and Part 12. Guidance is also given on the Persons with Reduced Mobility (PRM) Technical Specification for Interoperability (TSI), the High Speed Infrastructure TSI (HS INF TSI) and the Conventional Rail Infrastructure TSI (CR INF TSI) relating to platform geometry.

RS522 AWS and TPWS Handbook (New Issue)
This document has been updated following its 12 month review. RS522 is applicable to infrastructure manager(s) and railway undertaking(s) and has information relevant to signallers and drivers in relation to AWS and TPWS usage and functionality. The document may be used as a training aid or reference manual. You will need this document if you carry out the duties of a driver or signaller.

Form RT3180 Signaller's Line Blockage Form (New Issue)
This form has been updated as part of project 13/001 Introduction of rules associated with the implementation of MCB-OD type Level Crossings to Network Rail. This form is used by the signaller to record the details of a line blockage.

Form RT3181 IWA / COSS / PC Line Blockage Form (New Issue)
This form has been updated as part of project 13/001 Introduction of rules associated with the implementation of MCB-OD type Level Crossings to Network Rail. This form is used by the IWA / COSS / PC to record the details of a line blockage.

Form RT3183 Agent's Point Setting Form (New Issue)
This form has been updated following the Rule Book changes made as part of Tranche 12 of the New Approach project. This form is used by a route setting agent to record the instructions received when power operated points are to be operated manually.

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Form RT3191 Pilotman's Single Line Working Form (New Issue)
This form has been updated as part of project 13/001 Introduction of rules associated with the implementation of MCB-OD type Level Crossings to Network Rail. This form is used by a pilotman to record the arrangements for single line working.

Form RT3192 Signaller's Single Line Working Form (New Issue)
This form has been updated as part of project 13/001 Introduction of rules associated with the implementation of MCB-OD type Level Crossings to Network Rail. This form is used by the signaller to record the arrangements for implementing single line working.

Form RT3198 Possession Arrangements Form (New Issue)
This form has been updated as part of project 13/001 Introduction of rules associated with the implementation of MCB-OD type Level Crossings to Network Rail. This form is used by the PICOP to record the arrangements for a possession of a running line.

Form RT3199 Engineering Supervisor's Certificate (New Issue)
This form has been updated as part of project 13/001 Introduction of rules associated with the implementation of MCB-OD type Level Crossings to Network Rail. This form is used by the Engineering Supervisor to record arrangements for setting up work sites within a possession of a running line.

TABLE OF CHANGES – JUNE 2014

Document Number & Title	New	Withdrawn / Superseded	Comments	Date Document comes into force	Document ceases to be in force from
NEW CHANGES FOR JUNE 2014					
RIS-1530-PLT Iss 5 **Rail Industry Standard for Engineering Acceptance of On-Track Plant and Associated Equipment**	●		Supersedes RIS-1530-PLT Iss 4	Immediate (07 June 2014)	
RIS-1530-PLT Iss 4 **Rail Industry Standard for Engineering Acceptance of On-Track Plant and Associated Equipment**		●	Superseded by RIS-1530-PLT Iss 5		Immediate (07 June 2014)
GMRT2273 Iss 4 **Post Incident and Post Accident Testing of Rail Vehicles**	●		Supersedes GMRT2273 Iss 3	06 September 2014	
GMRT2273 Iss 3 **Post Incident and Post Accident Testing of Rail Vehicles**		●	Superseded by GMRT2273 Iss 4		06 September 2014
GMRT2472 Iss 2 **Requirements for Data Recorders on Trains**	●		Supersedes GMRT2472 Iss 1	05 December 2015	
GMRT2472 Iss 1 **Data Recorders on Trains – Design Requirements**		●	Superseded by GMRT2472 Iss 2		05 December 2015
RIS-2703-RST Iss 1 **Rail Industry Standard for Driver Only Operated On-train Camera / Monitor Systems**	●			Immediate (07 June 2014)	
RIS-2705-RST Iss 2 **Rail Industry Standard for Crippling and Release of Freight Wagons**	●		Supersedes RIS-2705-RST Iss 1	Immediate (07 June 2014)	

Document Number & Title	New	Withdrawn / Superseded	Comments	Date Document comes into force	Document ceases to be in force from
RIS-2705-RST Iss 1 **Rail Industry Standard for Crippling and Release of Freight Wagons**		●	Superseded by RIS-2705-RST Iss 2		Immediate (07 June 2014)
Form RT3119-A Iss 7 **Provisional SPAD Data Collection Form (Infrastructure Manager)**	●		Supersedes Form RT3119-A Iss 6	06 September 2014	
Form RT3119-A Iss 6 **Provisional SPAD Data Collection Form (Infrastructure Manager)**		●	Superseded by Form RT3119-A Iss 7		06 September 2014
Form RT3119-B Iss 7 **Provisional SPAD Data Collection Form (Railway Undertaking)**	●		Supersedes Form RT3119-B Iss 6	06 September 2014	
Form RT3119-B Iss 6 **Provisional SPAD Data Collection Form (Railway Undertaking)**		●	Superseded by Form RT3119-B Iss 7		06 September 2014
Form RT3119-C Iss 2 **Provisional ERTMS SPAD Data Collection Form (Infrastructure Manager)**	●		Supersedes Form RT3119-C Iss 1	06 September 2014	
Form RT3119-C Iss 1 **Provisional ERTMS SPAD Data Collection Form (Infrastructure Manager)**		●	Superseded by Form RT3119-C Iss 2		06 September 2014
Form RT3119-D Iss 2 **Provisional ERTMS SPAD Data Collection Form (Railway Undertaking)**	●		Supersedes Form RT3119-D Iss 1	06 September 2014	
Form RT3119-D Iss 1 **Provisional ERTMS SPAD Data Collection Form (Railway Undertaking)**		●	Superseded by Form RT3119-D Iss 2		06 September 2014
Form RT3193 06-14A **Driver's Single Line Working Ticket**	●		Supersedes Form RT3193 06-14	Immediate (07 June 2014)	
Form RT3193 06-14 **Driver's Single Line Working Ticket**		●	Superseded by Form RT3193 06-14A		Immediate (07 June 2014)

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Document Number & Title	New	Withdrawn / Superseded	Comments	Date Document comes into force	Document ceases to be in force from
GORT3451 Iss 4 **Train Drivers – Suitability and Medical Fitness Requirements**	●		Supersedes in part GORT3451 Iss 3 (Train driver requirements)	06 September 2014	
GORT3451 Iss 3 **Train Movement – Staff Suitability and Fitness Requirements**		●	Superseded by GORT3451 Iss 4 in part and GORT3452 Iss 1 in part		06 September 2014
GORT3452 Iss 1 **Train Movement – Medical Fitness Requirements**	●		Supersedes in part GORT3451 Iss 3 (Shunters, dispatches, competent persons requirements)	06 September 2014	
GORC3561 Iss 4 **Recommendations for Train Movement – Staff Suitability and Fitness Requirements**		●			06 September 2014
GOGN3655 Iss 2 **Guidance on Medical Fitness for Railway Safety Critical Workers**	●		Supersedes GOGN3655 Iss 1	06 September 2014	
GOGN3655 Iss 1 **Guidance on Medical Fitness for Railway Safety Critical Workers**		●	Superseded by GOGN3655 Iss 2		06 September 2014
GERT8001 Iss 42 **Changes to National Operations Publications for June 2014**	●		Supersedes GERT8001 Iss 41	Immediate (07 June 2014)	
GERT8001 Iss 41 **Changes to National Operations Publications for March 2014**		●	Superseded by GERT8001 Iss 42		Immediate (07 June 2014)
GEGN8607 Iss 1 **Guidance on the Use of Escrow Agreements for Rail Applications**	●			Immediate (07 June 2014)	
GEGN8640 Iss 1 **Guidance on Planning an Application of the Common Safety Method on Risk Evaluation and Assessment**	●			Immediate (07 June 2014)	

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Document Number & Title	New	Withdrawn / Superseded	Comments	Date Document comes into force	Document ceases to be in force from
GEGN8641 Iss 1 **Guidance on System Definition**	●			Immediate (07 June 2014)	
GEGN8642 Iss 2 **Guidance on Hazard Identification and Classification**	●		Supersedes GEGN8642 Iss 1	Immediate (07 June 2014)	
GEGN8642 Iss 1 **Guidance on Identifying Hazards and Assessing Risk**		●	Superseded by GEGN8642 Iss 2		Immediate (07 June 2014)
GEGN8643 Iss 2 **Guidance on Risk Evaluation and Risk Acceptance**	●		Supersedes GEGN8643 Iss 1	Immediate (07 June 2014)	
GEGN8643 Iss 1 **Guidance on Reducing Risk**		●	Superseded by GEGN8643 Iss 2		Immediate (07 June 2014)
GEGN8644 Iss 1 **Guidance on Safety Requirements and Hazard Management**	●			Immediate (07 June 2014)	
GEGN8645 Iss 1 **Guidance on Independent Assessment**	●			Immediate (07 June 2014)	
TN049 Iss 1 **OTM Structural Strength**	●			Immediate (07 June 2014)	
TN-index Iss 23 **Index to Rolling Stock Assessment Technical Notes**	●		Supersedes TN-index Iss 22	Immediate (07 June 2014)	
TN-index Iss 22 **Index to Rolling Stock Assessment Technical Notes**		●	Superseded by TN-index Iss 23		Immediate (07 June 2014)
COP0002 Iss 8 **Code of Practice for Planning for the Use of Mobile Operated Plant**	●		Supersedes COP0002 Iss 7	Immediate (07 June 2014)	
COP0002 Iss 7 **Code of Practice for Planning for the Use of OTP**		●	Superseded by COP0002 Iss 8		Immediate (07 June 2014)
COP0018 Iss 5 **Code of Practice for Rail Mounted Manually Propelled Equipment**	●		Supersedes COP0018 Iss 4	Immediate (07 June 2014)	
COP0018 Iss 4 **Code of Practice for Rail Mounted Manually Propelled Equipment**		●	Superseded by COP0018 Iss 5		Immediate (07 June 2014)

Document Number & Title	New	Withdrawn / Superseded	Comments	Date Document comes into force	Document ceases to be in force from
COP0024 Iss 4 **Code of Practice for Use and Loading of MEWPs**	●		Supersedes COP0024 Iss 3	Immediate (07 June 2014)	
COP0024 Iss 3 **Code of Practice for Use and Loading of MEWPs**		●	Superseded by COP0024 Iss 4		Immediate (07 June 2014)
COP0029 Iss 1 **Code of Practice for Independence and Competence of LOLER Thorough Examiners**	●			Immediate (07 June 2014)	
ATOCGN021 Iss 1 **Provision of Drinking Water for On-Train Use**	●		Superseded ATOCGPG008 Iss 1	April 2014	
ATOCGPG008 Iss 1 **Provision of Drinking Water for On-Train Use**		●	Superseded by ATOCGN021 Iss 1		April 2014
ONGOING CHANGES FROM PREVIOUS ISSUES					
GERT8000-AC Iss 3 **AC electrified lines**	●		Supersedes GERT8000-AC Iss 2	Immediate (07 June 2014)	
GERT8000-AC Iss 2 **AC electrified lines**		●	Superseded by GERT8000-AC Iss 3		Immediate (07 June 2014)
GERT8000-AM Iss 17 **AM Amendments module**		●			Immediate (07 June 2014)
GERT8000-DC Iss 3 **DC electrified lines**	●		Supersedes GERT8000-DC Iss 2	Immediate (07 June 2014)	
GERT8000-DC Iss 2 **DC electrified lines**		●	Superseded by GERT8000-DC Iss 3		Immediate (07 June 2014)
GERT8000-G1 Iss 5 **General safety responsibilities and personal track safety for non-track workers**	●		Supersedes GERT8000-G1 Iss 4	Immediate (07 June 2014)	
GERT8000-G1 Iss 4 **General safety responsibilities and personal track safety for non-track workers**		●	Superseded by GERT8000-G1 Iss 5		Immediate (07 June 2014)
GERT8000-Issue HB Iss 5 **Rule Book Handbook Issue History**	●		Supersedes GERT8000-Issue HB Iss 4	Immediate (07 June 2014)	

Document Number & Title	New	Withdrawn / Superseded	Comments	Date Document comes into force	Document ceases to be in force from
GERT8000-Issue HB Iss 4 **Rule Book Handbook Issue History**		●	Superseded by GERT8000-Issue HB Iss 5		Immediate (07 June 2014)
GERT8000-HB6 Iss 3 **General duties of an individual working alone (IWA)**	●		Supersedes GERT8000-HB6 Iss 2	Immediate (07 June 2014)	
GERT8000-HB6 Iss 2 **General duties of an individual working alone (IWA)**		●	Superseded by GERT8000-HB6 Iss 3		Immediate (07 June 2014)
GERT8000-HB7 Iss 3 **General duties of a controller of site safety (COSS)**	●		Supersedes GERT8000-HB7 Iss 2	Immediate (07 June 2014)	
GERT8000-HB7 Iss 2 **General duties of a controller of site safety (COSS)**		●	Superseded by GERT8000-HB7 Iss 3		Immediate (07 June 2014)
GERT8000-HB8 Iss 3 **IWA, COSS or PC blocking a line**	●		Supersedes GERT8000-HB8 Iss 2	Immediate (07 June 2014)	
GERT8000-HB8 Iss 2 **IWA, COSS or PC blocking a line**		●	Superseded by GERT8000-HB8 Iss 3		Immediate (07 June 2014)
GERT8000-HB9 Iss 3 **IWA or COSS setting up safe systems of work within possessions**	●		Supersedes GERT8000-HB9 Iss 2	Immediate (07 June 2014)	
GERT8000-HB9 Iss 2 **IWA or COSS setting up safe systems of work within possessions**		●	Superseded by GERT8000-HB9 Iss 3		Immediate (07 June 2014)
GERT8000-HB10 Iss 2 **Duties of the COSS and person in charge when using a hand trolley**	●		Supersedes GERT8000-HB10 Iss 1	Immediate (07 June 2014)	
GERT8000-HB10 Iss 1 **Duties of the COSS and person in charge when using a hand trolley**		●	Superseded by GERT8000-HB10 Iss 2		Immediate (07 June 2014)
GERT8000-HB11 Iss 3 **Duties of the person in charge of the possession (PICOP)**	●		Supersedes GERT8000-HB11 Iss 2	Immediate (07 June 2014)	

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Document Number & Title	New	Withdrawn / Superseded	Comments	Date Document comes into force	Document ceases to be in force from
GERT8000-HB11 Iss 2 **Duties of the person in charge of the possession (PICOP)**		●	Superseded by GERT8000-HB11 Iss 3		Immediate (07 June 2014)
GERT8000-HB12 Iss 3 **Duties of the engineering supervisor (ES)**	●		Supersedes GERT8000-HB12 Iss 2	Immediate (07 June 2014)	
GERT8000-HB12 Iss 2 **Duties of the engineering supervisor (ES)**		●	Superseded by GERT8000-HB12 Iss 3		Immediate (07 June 2014)
GERT8000-HB14 Iss 2 **Duties of the person in charge of loading and unloading rail vehicles during engineering work**	●		Supersedes GERT8000-HB14 Iss 1	Immediate (07 June 2014)	
GERT8000-HB14 Iss 1 **Duties of the person in charge of loading and unloading rail vehicles during engineering work**		●	Superseded by GERT8000-HB14 Iss 2		Immediate (07 June 2014)
GERT8000-HB18 Iss 2 **Duties of a level crossing attendant**	●		Supersedes GERT8000-HB18 Iss 1	Immediate (07 June 2014)	
GERT8000-HB18 Iss 1 **Duties of a level crossing attendant**		●	Superseded by GERT8000-HB18 Iss 2		Immediate (07 June 2014)
GERT8000-Gloss Iss 1 **Glossary of Railway Terminology**	●		Part supersedes GERT8000-Index Iss 17	Immediate (07 June 2014)	
GERT8000-Index Iss 17 **Rule Book Index and Glossary**		●	Part superseded by GERT8000-Gloss Iss 1		Immediate (07 June 2014)
GERT8000-Issue Iss 23 **Rule Book Module Issue History**	●		Supersedes GERT8000-Issue Iss 22	Immediate (07 June 2014)	
GERT8000-Issue Iss 22 **Rule Book Module Issue History**		●	Superseded by GERT8000-Issue Iss 23		Immediate (07 June 2014)
GERT8000-OTM Iss 5 **Working of on-track machines (OTM)**	●		Supersedes GERT8000-OTM Iss 4	Immediate (07 June 2014)	

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Document Number & Title	New	Withdrawn / Superseded	Comments	Date Document comes into force	Document ceases to be in force from
GERT8000-OTM Iss 4 **Working of on-track machines (OTM)**		●	Superseded by GERT8000-OTM Iss 5		Immediate (07 June 2014)
GERT8000-P1 Iss 4 **Single line working**	●		Supersedes GERT8000-P1 Iss 3	Immediate (07 June 2014)	
GERT8000-P1 Iss 3 **Single line working**		●	Superseded by GERT8000-P1 Iss 4		Immediate (07 June 2014)
GERT8000-PoSA Iss 2 **Proceed-on-Sight Authority (PoSA)**	●		Supersedes GERT8000-PoSA Iss 1	Immediate (07 June 2014)	
GERT8000-PoSA Iss 1 **Proceed-on-Sight Authority (PoSA)**		●	Superseded by GERT8000-PoSA Iss 2		Immediate (07 June 2014)
GERT8000-RBBL Iss 26 **Rule Book Briefing Leaflet**	●		Supersedes GERT8000-RBBL Iss 25	Immediate (07 June 2014)	
GERT8000-RBBL Iss 25 **Rule Book Briefing Leaflet**		●	Superseded by GERT8000-RBBL Iss 26		Immediate (07 June 2014)
GERT8000-T3 Iss 4 **Possession of a running line for engineering work**	●		Supersedes GERT8000-T3 Iss 3	Immediate (07 June 2014)	
GERT8000-T3 Iss 3 **Possession of a running line for engineering work**		●	Superseded by GERT8000-T3 Iss 4		Immediate (07 June 2014)
GERT8000-T10 Iss 3 **Duties of a designated person (DP) and people working on rail vehicles**	●		Supersedes GERT8000-T10 Iss 2	Immediate (07 June 2014)	
GERT8000-T10 Iss 2 **Duties of a designated person (DP) and people working on rail vehicles**		●	Superseded by GERT8000-T10 Iss 3		Immediate (07 June 2014)
GERT8000-TS1 Iss 8 **General signalling regulations**	●		Supersedes GERT8000-TS1 Iss 7	Immediate (07 June 2014)	
GERT8000-TS1 Iss 7 **General signalling regulations**		●	Superseded by GERT8000-TS1 Iss 8		Immediate (07 June 2014)
GERT8000-TS2 Iss 4 **Track circuit block regulations**	●		Supersedes GERT8000-TS2 Iss 3	Immediate (07 June 2014)	

Document Number & Title	New	Withdrawn / Superseded	Comments	Date Document comes into force	Document ceases to be in force from
GERT8000-TS2 Iss 3 **Track circuit block regulations**		●	Superseded by GERT8000-TS2 Iss 4		Immediate (07 June 2014)
GERT8000-TS3 Iss 5 **Absolute block regulations**	●		Supersedes GERT8000-TS3 Iss 4	Immediate (07 June 2014)	
GERT8000-TS3 Iss 4 **Absolute block regulations**		●	Superseded by GERT8000-TS3 Iss 5		Immediate (07 June 2014)
GERT8000-TS5 Iss 4 **Tokenless block regulations**	●		Supersedes GERT8000-TS5 Iss 3	Immediate (07 June 2014)	
GERT8000-TS5 Iss 3 **Tokenless block regulations**		●	Superseded by GERT8000-TS5 Iss 4		Immediate (07 June 2014)
GERT8000-TS7 Iss 4 **No-signaller token regulations**	●		Supersedes GERT8000-TS7 Iss 3	Immediate (07 June 2014)	
GERT8000-TS7 Iss 3 **No-signaller token regulations**		●	Superseded by GERT8000-TS7 Iss 4		Immediate (07 June 2014)
GERT8000-TS8 Iss 4 **One-train working regulations**	●		Supersedes GERT8000-TS8 Iss 3	Immediate (07 June 2014)	
GERT8000-TS8 Iss 3 **One-train working regulations**		●	Superseded by GERT8000-TS8 Iss 4		Immediate (07 June 2014)
GERT8000-TS9 Iss 3 **Level crossings – signallers' regulations**	●		Supersedes GERT8000-TS9 Iss 2	Immediate (07 June 2014)	
GERT8000-TS9 Iss 2 **Level crossings – signallers' regulations**		●	Superseded by GERT8000-TS9 Iss 3		Immediate (07 June 2014)
GERT8000-TW5 Iss 5 **Preparation and movement of trains. Defective or isolated vehicles and on-train equipment**	●		Supersedes GERT8000-TW5 Iss 4	Immediate (07 June 2014)	
GERT8000-TW5 Iss 4 **Preparation and movement of trains. Defective or isolated vehicles and on-train equipment**		●	Superseded by GERT8000-TW5 Iss 5		Immediate (07 June 2014)
GERT8000-TW7 Iss 4 **Wrong-direction movements**	●		Supersedes GERT8000-TW7 Iss 3	Immediate (07 June 2014)	

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Document Number & Title	New	Withdrawn / Superseded	Comments	Date Document comes into force	Document ceases to be in force from
GERT8000-TW7 Iss 3 **Wrong-direction movements**		●	Superseded by GERT8000-TW7 Iss 4		Immediate (07 June 2014)
GERT8000-TW8 Iss 6 **Level crossings – drivers' instructions**	●		Supersedes GERT8000-TW8 Iss 5	Immediate (07 June 2014)	
GERT8000-TW8 Iss 5 **Level crossings – drivers' instructions**		●	Superseded by GERT8000-TW8 Iss 6		Immediate (07 June 2014)
GIGN7616 Iss 2 **Guidance on Interface between Station Platforms, Track and Trains**	●		Supersedes GIGN7616 Iss 1	Immediate (07 June 2014)	
GIGN7616 Iss 1 **Guidance on Interface between Station Platforms, Track and Trains**		●	Superseded by GIGN7616 Iss 2		Immediate (07 June 2014)
GIRT7016 Iss 5 **Interface between Station Platforms, Track and Trains**	●		Supersedes GIRT7016 Iss 4	Immediate (07 June 2014)	
GIRT7016 Iss 4 **Interface between Station Platforms, Track and Trains**		●	Superseded by GIRT7016 Iss 5		Immediate (07 June 2014)
RS522 Iss 2 **AWS and TPWS Handbook**	●		Supersedes RS522 Iss 1	Immediate (07 June 2014)	
RS522 Iss 1 **AWS and TPWS Handbook**		●	Superseded by RS522 Iss 2		Immediate (07 June 2014)
Form RT3180 Iss 06-14 **Signaller's Line Blockage Form (Appendices)**	●		Supersedes Form RT3180 Iss 06-12	Immediate (07 June 2014)	
Form RT3180 Iss 06-12 **Signaller's Line Blockage Form (Appendices)**		●	Superseded by Form RT3180 Iss 06-14		Immediate (07 June 2014)
Form RT3181 Iss 06-14 **IWA / COSS / PC Line Blockage Form**	●		Supersedes Form RT3181 Iss 12-10	Immediate (07 June 2014)	
Form RT3181 Iss 12-10 **IWA / COSS / PC Line Blockage Form**		●	Superseded by Form RT3181 Iss 06-14		Immediate (07 June 2014)

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Document Number & Title	New	Withdrawn / Superseded	Comments	Date Document comes into force	Document ceases to be in force from
Form RT3183 Iss 06-14 **Agent's Point Setting Form**	●		Supersedes Form RT3183 Iss 03-12	Immediate (07 June 2014)	
Form RT3183 Iss 03-12 **Agent's Point Setting Form**		●	Superseded by Form RT3183 Iss 06-14		Immediate (07 June 2014)
Form RT3191 Iss 06-14 **Pilotman's Single Line Working Form**	●		Supersedes Form RT3191 Iss 03-12	Immediate (07 June 2014)	
Form RT3191 Iss 03-12 **Pilotman's Single Line Working Form**		●	Superseded by Form RT3191 Iss 06-14		Immediate (07 June 2014)
Form RT3192 Iss 06-14 **Signaller's Single Line Working Form**	●		Supersedes Form RT3192 Iss 03-12	Immediate (07 June 2014)	
Form RT3192 Iss 03-12 **Signaller's Single Line Working Form**		●	Superseded by Form RT3192 Iss 06-14		Immediate (07 June 2014)
Form RT3198 Iss 06-14 **Possession Arrangements Form**	●		Supersedes Form RT3198 Iss 03-12	Immediate (07 June 2014)	
Form RT3198 Iss 03-12 **Possession Arrangements Form**		●	Superseded by Form RT3198 Iss 06-14		Immediate (07 June 2014)
Form RT3199 Iss 06-14 **Engineering Supervisor's Certificate**	●		Supersedes Form RT3199 Iss 03-12	Immediate (07 June 2014)	
Form RT3199 Iss 03-12 **Engineering Supervisor's Certificate**		●	Superseded by Form RT3199 Iss 06-14		Immediate (07 June 2014)

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Useful Information

Catalogue Structure
Document Category
Document Information Code
Documents Prefixed RIS
Documents with a Single Two-letter Prefix
Example of a Typical Catalogue Entry
Approval of Railway Group Standards
Changing Railway Group Standards
Deviations from Railway Group Standards
Programmed Consultation Dates
Duty Holders
Railway Group Standard Cross References
Purchasing Railway Group Standards
Purchasing National Operations Publications
Price Codes
Accessing Railway Group Standards Electronically
Enquiry Desk Services
Quality Standards

Catalogue Structure

Railway Group Standards Catalogue has a number of different sections. The main body of the catalogue is the Document Titles and Descriptions. This is organised according to the lead Standards Committee that approves changes to the documents concerned.

Each Railway Group Standard (RGS) has a reference code which indicates which activity the standard relates to, and what type of document it is.

Document Category

The standards are divided into categories:

Category

GA Administration
Policy management and administration of Railway Group Standards.

GC Track & Structures (Infrastructure)
Permanent way, structures and construction safety.

GE All Infrastructure manager and Railway undertaking Requirements
Multidisciplinary activities.

GH Health & Safety
Operational and occupational health and safety.

GI Infrastructure
Multidisciplinary infrastructure activities.

GK Train Control & Communications (Control Command and Signalling)
Signalling & telecommunications.

GL Electrification (Energy)
Electrification Systems and electrical installations.

GM Trains (Rolling Stock)
Trains and rolling stock.

GO Operations (Traffic Operation and Management)
Operations, operational signalling, special operations such as the acceptance & carriage of dangerous goods, and safety-critical activities.

GP Plant
Fixed and mobile plant.

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Document Identification Code

The next two characters of the standard's reference code indicate the type of document.

RT — Railway Group Standard (RGS)

A RGS is a document produced under the procedures set out in the Code (or equivalent predecessor documents, including previous versions of the Code) that defines mandatory requirements in respect of the mainline railway system. RGSs contain national technical and national safety rules applicable to the mainline railway system.

RC — Rail Industry Approved Code of Practice (RACOP)

A non-mandatory document that defines a potentially suitable and sufficient means (but not the only means) of meeting an identified set of mandatory measures within a RGS. A RACOP therefore relates to meeting a set of measures that involve co-operation between two or more duty holders. A RACOP will contain a methodology which is designed to deliver the requirements of the RGS, but where an alternative methodology could be adopted. A RACOP will generally quote the relevant mandatory measures from a RGS alongside the non-mandatory content in order to provide a complete picture.

GN — Rail Industry Guidance Note (GN)

A GN is a document produced under the procedures set out in the Manual (or equivalent predecessor documents, including previous versions of the Manual) that provides potentially helpful information relating to the management and / or operation of the railway system or its subsystems.

RM — Manual

A suite of Railway Group Standards covering a particular area or activity.

GPG or RS — Good Practice Guide (GPG or RS)

A non-mandatory industry support document that shares subject specific examples of proven good practice, interventions and approaches in a given topic. The information is offered for consideration and adoption by transport undertakings if they feel it is appropriate to do so.

Document Prefixed RIS (Rail Industry Standard)

A RIS is a document produced under the procedures set out in the Manual (or equivalent predecessor documents, including previous versions of the Manual) that defines functional or technical requirements that may be adopted in circumstances where management of a railway subsystem does not necessitate the use of a RGS. They will have a number format RIS-nnnn-XXX, where RIS is the acronym for Rail Industry Standard, nnnn is the four digit unique number identifier and XXX represents the three letter acronym of the approving standards committee. There are six standards committees as follows:

PLT - Plant
RST - Rolling Stock
INS - Infrastructure
TOM - Traffic Operation and Management
ENE - Energy
CCS - Control Command and Signalling

Specific responsibilities and compliance requirements are the subject of the internal procedures or contract conditions of the companies which choose to adopt the RISs, therefore any deviations should be managed by those companies.

Documents with a Single Two-letter Prefix

RT These are guidance documents mandated by a Railway Group Standard, such as RT3183, Agents Point Setting Form.

BR These are Railway Group Standards still numbered with a British Rail number. They will be given a new reference code when they are revised.

Example of Typical Catalogue Entry

	Document No.	Issue No.	Date	Price Code
	GKRT0060	Iss 4	Jun 03	(A)
Title	Interlocking Principles			
Description	This document mandates the principles of interlocking of signals, points, and other parts of the signalling system so that safe operation of trains is ensured.			

Approval of Railway Group Standards

The Railway Group Standards Code mandates the process for operating standards committees. The role of the standards committee is to approve the development of RGS and associated documents, and approve deviations from Railway Group Standards.

Information regarding standards committees and their members can be found on the RSSB website at http://www.rssb.co.uk/standards-and-the-rail-industry/railway-group-standards/industry-committees-dealing-with-standards.

Standards Committee meeting dates and cut-off dates for submission of documents can be found on the RSSB website at http://www.rssb.co.uk/Library/standards-and-the-rail-industry/standards-committee-meeting-dates.pdf.

Changing Railway Group Standards

The process for making changes is detailed in the Railway Group Standards Code and Manual. If you wish to submit a proposal for change, please complete the form available from either the RSSB website at http://www.rssb.co.uk/standards-and-the-rail-industry/railway-group-standards/submitting-a-change-proposal-for-a-railway-group-standards or from the Standards Management Department of RSSB on 020 3142 5570.

When a proposal to change a RGS is received by RSSB, it is recorded in the Proposals Register which tracks the progress of the proposal through the initial consideration process and the RSSB Standards Programme which tracks the development of documents.

Proposals for changes to RGSs may arise as a result of RSSB's own review process or as a result of proposals from the industry.

The proposals register and can be found on the RSSB website at http://www.rssb.co.uk/standards-and-the-rail-industry/railway-group-standards/submitting-a-change-proposal-for-a-railway-group-standards and the RSSB Standards Programme can be found on the RSSB website at http://www.rssb.co.uk/library/standards-and-the-rail-industry/rssb-standards-programme-pdf.pdf.

Deviations from Railway Group Standards

A deviation is a permission to comply with a specified alternative to a requirement in a Railway Group Standard (RGS) in circumstances where it is not appropriate to change the RGS.

All deviations from RGSs are to be in accordance with the Railway Group Standards Code (the Code) and Standards Manual (the Manual).

The deviation application form and a list of all currently issued deviations can be found on the Deviations page of the RSSB website: http://www.rssb.co.uk/standards-and-the-rail-industry/railway-group-standards/deviations-from-railway-group-standards.

For further information regarding deviation application forms or certificates, please contact the Standards Management Department of RSSB on 020 3142 5570.

Programmed Consultation Dates

Up-to-date information on documents in draft and proposed withdrawals, including details of their consultation periods is now provided on the Standards Programme which can be found on the RSSB website at http://www.rssb.co.uk.

The information on the website is updated monthly and is therefore a more accurate representation of forthcoming consultation than was previously provided on this page.

Infrastructure manager

Infrastructure manager has the meaning given to it in the Railways and Other Guided Transport Systems (Safety) Regulations 2006, save that for the purpose of the Code, the term is limited to those infrastructure managers who hold a safety authorisation issued in respect of the mainline railway.

Railway undertaking

Railway undertaking has the meaning given to the term 'transport undertaking' in the Railways and Other Guided Transport Systems (Safety) Regulations 2006, save that for the purpose of the Code, the term is limited to those railway undertakings who hold a Part B safety certificate issued in respect of the mainline railway.

Railway Group Standards Cross References

Many Railway Group Standards refer to other Railway Group Standards and where this is the case these cross references are listed on the last page of the document.

The ongoing process of updating Railway Group Standards can lead to cross references becoming out of date. Where you find that a referenced document is no longer available please contact the RSSB enquiry desk - enquirydesk@rssb.co.uk for the new document to be applied.

Purchasing Railway Group Standards

A copy of the RGS order form can be found in the forms section of the RGS Catalogue or from the RGSonline website 'Useful Information' section for Purchasing Railway Group Standards. You will need the following details in order to complete the form:

- Railway Group Standards code and title
- Quantity
- Price
- Purchaser's full name, business, address and telephone number
- Credit card details, cheque or purchase order number

Then fax or post it to our distributors:

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Purchasing National Operations Publications

National Operations Publications are Railway Group Standards which set out mandatory requirements for direct application in the workplace. These include:

- Modular Rule Book (GERT8000)
- Working Manual for Rail Staff: Handling and Carriage of Dangerous Goods (GORT3053)
- Working Manual for Rail Staff: Freight Train Operators (GORT3056)
- Rule Book Forms

Details of these documents can be found in the section 'Document Titles and Descriptions' for Traffic Operation and Management.

As these documents are subject to frequent change, amendments which do not justify the reissue of the module or section of the working manual are published in GERT8001, Changes to National Operations Publications.

Willsons Printers Limited supplies the modules and handbooks which make up the Modular Rule Book, Working Manual and Rule Book forms. You can order these documents by contacting Denise Atkinson at:

Willsons Printers Limited
Highlander House
Cross Street
Newark
Nottinghamshire, NG24 1PP
Tel: 01636 702334
Fax: 01636 701396

Price Codes

(A) = £7.00: up to 50 sides
(B) = £10.00: 51-100 sides
(C) = £12.50: 101-150 sides
(W) = Price available directly from Willsons Printers
(Z) = Price or details upon request (from RSSB enquiry desk)

Accessing Railway Group Standards Electronically

The definitive versions of Railway Group Standards and related documents can be accessed from the RGSonline website (www.rgsonline.co.uk). The web service is free to access and there is no requirement for a password to enter the site.

Enquiry Desk Services

The enquiry desk is available between the hours of 09:00 and 16:30 for phone call enquiries.

Services provided by the RSSB enquiry desk include:

- Rule Book enquiries
- Railway Group Standards enquiries
- Status of Railway Group Standards
- Requests for RSSB publications and documents
- Advice on accessing RGSs on the internet (www.rgsonline.co.uk)
- Technical queries (these may take slightly longer to deal with as they are passed onto the relevant technical specialist)

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If your query does not fit into any of the above mentioned, please call us anyway and we will do our best to help you, or put you in touch with someone who can.

Enquiry Desk
RSSB
Block 2, Angel Square
1 Torrens Street
London, EC1V 1NY

Tel: 020 3142 5400
Fax: 020 3142 5669
Email: enquirydesk@rssb.co.uk

Quality Standards

Railway Group Standards are produced under a management system certified by BSI against requirements of ISO9001:2008.

FS 45571

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Amendments and Clarifications to Current Documents

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 – JUNE 2014

☒ Amendment ☐ Clarification (For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)					
Document number	RS100	Document issue number	1	Document issue date	March 2013
Document title	Good practice Guide on Competence Development				
Clause number/ Document location	Page vi Using this Good Practice Guide and References section (page 102 – 104)				
Original text	**Page vi** Where **RSSB research projects and resources** are referred to, reports can be downloaded from the RSSB website at *www.rssb.co.uk*. Click on the link to 'Research and Development' and under 'find a research project' search for the project using the 'T' number, for example '869'. Alternatively, you can go directly to the search page via this address: *http://www.rssb.co.uk/RESEARCH/Pages/ResearchandDevelopmentTool.aspx* or search for the relevant research project in the 'search' box on the home page. **References (Pg 102)** 9. RSSB (2012). T869: Non-technical skills required in the train driver role: skills; behavioural markers and guidance notes (v2.0). http://www.rssb.co.uk/sitecollectiondocuments/pdf/reports/research/T869_int2_rpt.pdf 10. RSSB (2012). T869: Non-technical skills required in the train driver role: Developing an integrated approach to NTS training and investment. http://www.rssb.co.uk/SiteCollectionDocuments/pdf/reports/research/T869_rpt_final.pdf 11. RSSB Non-technical skills webpage: http://www.rssb.co.uk/EXPERTISE/HF/PAGES/NON-TECHNICALSKILLS.aspx 14. RSSB (2009). T718 Review of GB driver training and development of leading practice models for the industry. http://www.rssb.co.uk/SiteCollectionDocuments/pdf/reports/research/T718_rpt_final.pdf 16. RSSB (2011). T718 Review of GB driver training and development of leading practice models for the industry – Phase Three Summary Report and Risk-based training needs analysis: Guide to the process and template.http://www.rssb.co.uk/sitecollectiondocuments/pdf/reports/research/T718_RTBNA_guide.pdf 17. RSSB (2011). T717 A model for optimising competence retention in the railway (skills fade). http://www.rssb.co.uk/sitecollectiondocuments/pdf/reports/research/T717_rpt_final.pdf 18. RSSB (2011). Good Practice Guide: Competence Retention. http://www.rssb.co.uk/sitecollectiondocuments/pdf/reports/research/T717_guide_final.pdf 23. RSSB (2009). T718 Review of driver training programmes in Great Britain railways: Audit learning and innovation. http://www.rssb.co.uk/SiteCollectionDocuments/pdf/reports/research/T718_ALI_rpt.pdf **References (Pg 103)** 25. RSSB & RTI Ltd (2009). T441 The effect of adult learning styles on the use of technology-based training.					

	http://www.rssb.co.uk/SiteCollectionDocuments/pdf/reports/research/T441_rpt_final.pdf 31. RSSB (2008). T589 Consideration of adult learning styles and assessment processes in rail industry training. http://www.rssb.co.uk/SiteCollectionDocuments/pdf/reports/research/T589_rpt_final.pdf 41. RSSB (2010). A model for the assessment of non-technical skills and the management of errors in the simulator. http://www.rssb.co.uk/SiteCollectionDocuments/pdf/human_factors/RSSB%20NTS%20and%20error%20in%20sim%20report%20061109.pdf 45. RSSB (2008). Managing driver managers. http://www.rssb.co.uk/SiteCollectionDocuments/pdf/reports/research/T343_rb_final.pdf **References (Pg 104)** 57. RSSB (2004). Measurement of safety culture in the rail industry. http://www.rssb.co.uk/SiteCollectionDocuments/pdf/reports/research/T114_rpt_final.pdf 58. RSSB (2008). Developing a practical self-assessment tool for measuring and managing safety culture. http://www.rssb.co.uk/SiteCollectionDocuments/pdf/reports/Research/T397_rb_final.pdf 63. RSSB (2011). T839 Eco driving: understanding the approaches, benefits and risks. http://www.rssb.co.uk/sitecollectiondocuments/pdf/reports/research/T839_rb_final.pdf 64. RSSB (2011). T762 Training as an Investment Good Practice Toolkit – improving and measuring training. http://www.rssb.co.uk/sitecollectiondocuments/pdf/reports/research/T762_gpt_final.pdf 66. RSSB (2011). T762 Training as an Investment: Final report.http://www.rssb.co.uk/sitecollectiondocuments/pdf/reports/research/T762_rpt_final.pdf
Reason for Amendment	RSSB, with support of its stakeholders, took on a project to refresh the www.rssb.co.uk website. This refresh has seen the contents of the site restructured and therefore links to documents on www.rssb.co.uk currently contained within standards documents published on RGSonline have become broken. This amendment corrects those broken links. Please note that where links relate to Spark (http://spark.rssb.co.uk) users will be required to register / login before being able to access the document. Registering is free and should only take a few minutes. RS100 will be updated to include the new links during the 12 month review scheduled to take place at the beginning of 2014.
Amendment text	**Page vi** Where **RSSB research projects and resources** are referred to, reports can be downloaded from the RSSB Spark website at http://spark.rssb.co.uk. Search for the project using the 'T' number, for example '869'. The 'search' box can be found on the top of the home page. **References (Pg 102)** 9. RSSB (2012). T869: Non-technical skills required in the train driver role: skills; behavioural markers and guidance notes (v2.0). Available from Spark (http://spark.rssb.co.uk). 10. RSSB (2012). T869: Non-technical skills required in the train driver role: Developing an integrated approach to NTS training and investment. Available from Spark (http://spark.rssb.co.uk). 11. RSSB Non-technical skills webpage: http://www.rssb.co.uk/improving-industry-performance/human-factors/human-factors-case-studies/non-technical-skills-training-course 14. RSSB (2009). T718 Review of GB driver training and development of leading practice models for the industry. Available from Spark (http://spark.rssb.co.uk). 16. RSSB (2011). T718 Review of GB driver training and development of leading practice models for the industry – Phase Three Summary Report and Risk-based training needs analysis: Guide to the process and template. Available from Spark (http://spark.rssb.co.uk). 17. RSSB (2011). T717 A model for optimising competence retention in the railway (skills fade). Available from Spark (http://spark.rssb.co.uk). 18. RSSB (2011). T717 Good Practice Guide: Competence Retention. Available from Spark (http://spark.rssb.co.uk).

	23. RSSB (2009). T718 Review of driver training programmes in Great Britain railways: Audit learning and innovation. Available from Spark (http://spark.rssb.co.uk). **References (Pg 103)** 25. RSSB & RTI Ltd (2009). T441 The effect of adult learning styles on the use of technology-based training. Available from Spark (http://spark.rssb.co.uk). 31. RSSB (2008). T589 Consideration of adult learning styles and assessment processes in rail industry training. Available from Spark (http://spark.rssb.co.uk). 41. RSSB (2010). A model for the assessment of non-technical skills and the management of errors in the simulator available from the RSSB enquiry desk (enquirydesk@rssb.co.uk). 45. RSSB (2008). T343 Managing driver managers. Available from Spark (http://spark.rssb.co.uk). **References (Pg 104)** 57. RSSB (2004). T114 Measurement of safety culture in the rail industry. Available from Spark (http://spark.rssb.co.uk). 58. RSSB (2008). T397 Developing a practical self-assessment tool for measuring and managing safety culture. Available from Spark (http://spark.rssb.co.uk). 63. RSSB (2011). T839 Eco driving: understanding the approaches, benefits and risks. Available from Spark (http://spark.rssb.co.uk). 64. RSSB (2011). T762 Training as an Investment Good Practice Toolkit – improving and measuring training. Available from Spark (http://spark.rssb.co.uk). 66. RSSB (2011). T762 Training as an Investment: Final report. Available from Spark (http://spark.rssb.co.uk).

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	RS504	Document issue number	1	Document issue date	September 2012
Document title	Fatigue Management – A Good Practice Guide				
Clause number/ Document location	References 35. (Pg 51)				
Original text	Measuring Safety Performance. How to develop and manage safety performance indicators for Britain's railways. RSSB Good Practice Guide. http://www.rssb.co.uk/SiteCollectionDocuments/pdf/reports/Research/T852_guide_final.pdf				
Reason for Amendment	RSSB, with support of its stakeholders, took on a project to refresh the www.rssb.co.uk website. This refresh has seen the contents of the site restructured and therefore links to documents on www.rssb.co.uk currently contained within standards documents published on RGSonline have become broken. This amendment corrects those broken links. Please note that where links relate to Spark (http://spark.rssb.co.uk) users will be required to register / login before being able to access the document. Registering is free and should only take a few minutes.				
Amendment text	(T852) Measuring Safety Performance. How to develop and manage safety performance indicators for Britain's railways. RSSB Good Practice Guide available from Spark (http://spark.rssb.co.uk).				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GMGN2169	Document issue number	1	Document issue date	April 2007
Document title	Combined Manual for AWS and TPWS Trainbourne Equipment				
Clause number/ Document location	Appendix A – Useful Contacts (Pg 97)				
Original text	Vehicle Train Control System Interface Committee AWS Working Group	Rail Safety and Standards Board Evergreen House 160 Euston Road London NW1 2DX	www.rssb.co.uk /sysic.asp	0207 904 7518	Industry body to determine solutions to AWS issues based on sound technical and economical evaluation
Reason for Amendment	RSSB, with support of its stakeholders, took on a project to refresh the www.rssb.co.uk website. This refresh has seen the contents of the site restructured and therefore links to documents on www.rssb.co.uk currently contained within standards documents published on RGSonline have become broken. This amendment corrects those broken links.				
Amendment text	Vehicle/Train Control & Communications System Interface Committee	RSSB Block 2 Angel Square, 1 Torrens Street, London EC1V 1NY	www.rssb.co.uk	020 3142 5400	

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GMRT2190	Document issue number	3	Document issue date	December 2010
Document title	Compatibility Requirements for Rail Vehicle Couplings and Interconnectors				
Clause number/ Document location	1.2.4.2 (Pg 4), 3.1.7 (Pg 7)				
Original text	1.2.4.2 In addition, a summary of compatibility between coupling systems is set out on the RSSB website as 'System Data for Mechanical and Electrical Coupling of Rail Vehicles', document reference SD001 at www.rssb.co.uk/RGS/Pages/MECHANICALANDELECTRICALCOUPLINGINDEX.aspx. 3.1.7 The details required to be registered with Rail Safety and Standards Board in 3.1.2 to 3.1.5 inclusive are published on their web site, document reference SD001 at www.rssb.co.uk/RGS/Pages/MECHANICALANDELECTRICALCOUPLINGINDEX.aspx.				
Reason for Amendment	RSSB, with support of its stakeholders, took on a project to refresh the www.rssb.co.uk website. This refresh has seen the contents of the site restructured and therefore links to documents on www.rssb.co.uk currently contained within standards documents published on RGSonline have become broken. This amendment corrects those broken links.				
Amendment text	1.2.4.2 In addition, a summary of compatibility between coupling systems is set out on the RSSB website as 'System Data for Mechanical and Electrical Coupling of Rail Vehicles', document reference SD001 at http://www.rgsonline.co.uk/Related_Documents/SD001%20ISS%201.pdf 3.1.7 The details required to be registered with Rail Safety and Standards Board in 3.1.2 to 3.1.5 inclusive are published on their web site, document reference SD001 at http://www.rgsonline.co.uk/Related_Documents/SD001%20ISS%201.pdf				

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GMGN2615	Document issue number	1	Document issue date	December 2012
Document title	Guidance on the Conventional Rail Locomotives and Passenger Rolling Stock TSI				
Clause number/ Document location	References (Pg 87)				
Original text	**Technical Specifications for Interoperability and associated documents:** Details of the current TSIs and Application Guides are available at http://www.rssb.co.uk/SiteCollectionDocuments/rgs/TSI_status_summary.pdf				
Reason for Amendment	RSSB, with support of its stakeholders, took on a project to refresh the www.rssb.co.uk website. This refresh has seen the contents of the site restructured and therefore links to documents on www.rssb.co.uk currently contained within standards documents published on RGSonline have become broken. This amendment corrects those broken links.				
Amendment text	**Technical Specifications for Interoperability and associated documents:** Details of the current TSIs and Application Guides are available at http://www.rssb.co.uk/library/standards-and-the-rail-industry/tsi_status_summary.pdf				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GMGN2650	Document issue number	1	Document issue date	December 2010
Document title	Guidance on Vehicle Interconnector and Coupling Compatibility				
Clause number/ Document location	3.1.7 (Pg 8)				
Original text	A summary of compatibility between coupling systems is set out on the RSSB website as 'System Data for Mechanical and Electrical Coupling of Rail Vehicles', document reference SD001 at www.rssb.co.uk/RGS/Pages/MECHANICALANDELECTRICALCOUPLINGINDEX.aspx.				
Reason for Amendment	RSSB, with support of its stakeholders, took on a project to refresh the www.rssb.co.uk website. This refresh has seen the contents of the site restructured and therefore links to documents on www.rssb.co.uk currently contained within standards documents published on RGSonline have become broken. This amendment corrects those broken links.				
Amendment text	A summary of compatibility between coupling systems is set out on the RSSB website as 'System Data for Mechanical and Electrical Coupling of Rail Vehicles', document reference SD001 at http://www.rgsonline.co.uk/Related_Documents/SD001%20ISS%201.pdf				

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GMGN2689	Document issue number	2	Document issue date	June 2012
Document title	Guidance on Mechanical Coupling of Rail Vehicles				
Clause number/ Document location	2.2 GN04 (Pg 5)				
Original text	Compatibility requirements for rail vehicle couplings and interconnectors are set out in GM/RT2190 and associated guidance GM/GN2650. A summary of compatibility between coupling systems is set out on the RSSB web document reference SD001 at www.rssb.co.uk/RGS/Pages/MECHANICALANDELECTRICALCOUPLINGINDEX.aspx.				
Reason for Amendment	RSSB, with support of its stakeholders, took on a project to refresh the www.rssb.co.uk website. This refresh has seen the contents of the site restructured and therefore links to documents on www.rssb.co.uk currently contained within standards documents published on RGSonline have become broken. This amendment corrects those broken links.				
Amendment text	Compatibility requirements for rail vehicle couplings and interconnectors are set out in GM/RT2190 and associated guidance GM/GN2650. A summary of compatibility between coupling systems is set out on the RSSB web document reference SD001 at http://www.rgsonline.co.uk/Related_Documents/SD001%20ISS%201.pdf				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	RIS-2773-RST	Document issue number	1	Document issue date	March 2013
Document title	Format for Vehicle Gauging Data				
Clause number/ Document location	G2.1.1.2, G2.1.1.3 (Pg 6), References (Pg 17)				
Original text	G 2.1.1.2 A standard blank electronic spreadsheet (provided in Microsoft® Excel) is available on the RSSB website, (RIS-2773 Vehicle Gauging Data (VGD) spreadsheet: http://www.rssb.co.uk/groups/SIC/Documents/VGD spreadsheet.xls). G 2.1.1.3 An example spreadsheet for a typical bogied passenger vehicle is also available on the RSSB website (RIS-2773 VGD example: http://www.rssb.co.uk/groups/SIC/Documents/VGD example.xls). The values are not to be used for gauging purposes). References Vehicle Gauging Data spreadsheet Available at: http://www.rssb.co.uk/groups/SIC/Documents/VGD spreadsheet.xlsx Vehicle Gauging Data example Available at: http://www.rssb.co.uk/groups/SIC/Documents/VGD example.xlsm				
Reason for Amendment	RSSB, with support of its stakeholders, took on a project to refresh the www.rssb.co.uk website. This refresh has seen the contents of the site restructured and therefore links to documents on www.rssb.co.uk currently contained within standards documents published on RGSonline have become broken. This amendment corrects those broken links.				
Amendment text	G 2.1.1.2 A standard blank electronic spreadsheet (provided in Microsoft® Excel) is available on the RSSB website, (RIS-2773 Vehicle Gauging Data (VGD) spreadsheet: http://www.rssb.co.uk/library/groups-and-committees/2014-03-25-spreadsheet-vgd-spreadsheet.zip). G 2.1.1.3 An example spreadsheet for a typical bogied passenger vehicle is also available on the RSSB website (RIS-2773 VGD example: http://www.rssb.co.uk/library/groups-and-committees/2014-03-25-spreadsheet-vgd-spreadsheet-example.zip). The values are not to be used for gauging purposes. References Vehicle Gauging Data spreadsheet Available at: http://www.rssb.co.uk/library/groups-and-committees/2014-03-25-spreadsheet-vgd-spreadsheet.zip Vehicle Gauging Data example Available at: http://www.rssb.co.uk/library/groups-and-committees/2014-03-25-spreadsheet-vgd-spreadsheet-example.zip				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GOGN3655	Document issue number	1	Document issue date	December 2011
Document title	Guidance on Medical Fitness for Railway Safety Critical Workers				
Clause number/ Document location	Appendix C clause C.15.2 (Pg 23), Appendix C References 4. (Pg 23)				
Original text	C.15.2 The final report for project T664 can be found at the following link: http://www.rssb.co.uk/SiteCoIelctionDocuments/pdf/reports/Research/T664_rpt_final.pdf References 4. RSSB research project T664 Use of hearing aids by operational staff http://www.rssb.co.uk/SiteCoIelctionDocuments/pdf/reports/Research/T664_rpt_final.pdf				
Reason for Amendment	RSSB, with support of its stakeholders, took on a project to refresh the www.rssb.co.uk website. This refresh has seen the contents of the site restructured and therefore links to documents on www.rssb.co.uk currently contained within standards documents published on RGSonline have become broken. This amendment corrects those broken links. Please note that where links relate to Spark (http://spark.rssb.co.uk) users will be required to register / login before being able to access the document. Registering is free and should only take a few minutes.				
Amendment text	C.15.2 The final report for project T664 is available on Spark (http://spark.rssb.co.uk). References 4. RSSB research project T664 Use of hearing aids by operational staff.				

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GOGN3655	Document issue number	1	Document issue date	December 2011
Document title	Guidance on Medical Fitness for Railway Safety Critical Workers				
Clause number/ Document location	Appendix G Reference 3 (Pg 43), Appendix G Further Reading No 5.(Pg 44)				
Original text	Reference 3. Obstructive Sleep Apnoea Syndrome In Train Drivers. Dr Melissa Hack. Rail Safety and Standards Board research project T299. June 2006. http://www.rssb.co.uk/SiteCoIelctionDocuments/pdf/reports/Research/T299_rpt_final.pdf Further Reading No 5. Rail Safety & Standards Board. Human Factors Fact Sheet. http://www.rssb.co.uk/EXPERTISE/HF/Pages/HFTOOLSANDRESOURCES.aspx				
Reason for Amendment	RSSB, with support of its stakeholders, took on a project to refresh the www.rssb.co.uk website. This refresh has seen the contents of the site restructured and therefore links to documents on www.rssb.co.uk currently contained within standards documents published on RGSonline have become broken. This amendment corrects those broken links. Please note that where links relate to Spark (http://spark.rssb.co.uk) users will be required to register / login before being able to access the document. Registering is free and should only take a few minutes. Further Reading No 5 – is no longer applicable as the Human Factors Fact Sheet is no longer produced.				
Amendment text	Reference 3. Obstructive Sleep Apnoea Syndrome In Train Drivers. Dr Melissa Hack. Rail Safety and Standards Board research project T299. June 2006. Available on Spark (http://spark.rssb.co.uk).				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	RIS-3702-TOM	Document issue number	1	Document issue date	September 2011
Document title	Rail Industry Standard for Management of Route Knowledge for Drivers, Train Managers, Guards and Driver Managers				
Clause number/ Document location	Note 1 (Pg 4)				
Original text	Route learning training is related to the development…….evaluation of a training course. The first deliverable from the project, which is essentially a list of non-technical skills that are relevant to the driver role, a description of the observable behaviours and tasks associated with each skill, and an explanation of how these skills were identified. It can be accessed from: http://www.rssb.co.uk/SiteCollectionDocuments/pdf/reports/Research/T869_int_rpt.pdf. The research brief may also be useful: http://www.rssb.co.uk/SiteCollectionDocuments/pdf/reports/Research/T869_rb_final.pdf				
Reason for Amendment	RSSB, with support of its stakeholders, took on a project to refresh the www.rssb.co.uk website. This refresh has seen the contents of the site restructured and therefore links to documents on www.rssb.co.uk currently contained within standards documents published on RGSonline have become broken. This amendment corrects those broken links. Please note that where links relate to Spark (http://spark.rssb.co.uk) users will be required to register / login before being able to access the document. Registering is free and should only take a few minutes.				
Amendment text	Route learning training is related to the development…….evaluation of a training course. The first deliverable from the project, which is essentially a list of non-technical skills that are relevant to the driver role, a description of the observable behaviours and tasks associated with each skill, and an explanation of how these skills were identified. Project T869 is available on Spark (http://spark.rssb.co.uk).				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	RIS-3703-TOM	Document issue number	2	Document issue date	March 2013
Document title	Rail Industry Standard for Passenger Train Dispatch and Platform Safety Measures				
Clause number/ Document location	2.8 GN45 (Pg 12), References (Pg 38)				
Original text	GN45 Audible communications that mean different things should sound clearly distinct from each other. Audible signals can be distinguished by: a) Using different types of sounds (for example, voice versus whistle). b) Having a different uniform pitch from each other (for example, a low pitched sound versus a high pitched sound). c) Using a pitch change within a sound. d) Varying the temporal pattern (for example, a long slow blast versus two short blasts). Audible examples that illustrate these principles and further guidance are provided in the RSSB Alarms and Alerts toolkit. http://www.rssb.co.uk/sitecollectiondocuments/pdf/research-toolkits/T326/index.html. References: RSSB Alarms and Alerts Guidance and Evaluation Tool http://www.rssb.co.uk/sitecollectiondocuments/pdf/research-toolkits/T326/index.html				
Reason for Amendment	RSSB, with support of its stakeholders, took on a project to refresh the www.rssb.co.uk website. This refresh has seen the contents of the site restructured and therefore links to documents on www.rssb.co.uk currently contained within standards documents published on RGSonline have become broken. This amendment corrects those broken links. Please note that where links relate to Spark (http://spark.rssb.co.uk) users will be required to register / login before being able to access the document. Registering is free and should only take a few minutes.				
Amendment text	GN45 Audible communications that mean different things should sound clearly distinct from each other. Audible signals can be distinguished by: a) Using different types of sounds (for example, voice versus whistle). b) Having a different uniform pitch from each other (for example, a low pitched sound versus a high pitched sound). c) Using a pitch change within a sound. d) Varying the temporal pattern (for example, a long slow blast versus two short blasts). Audible examples that illustrate these principles and further guidance are provided in the RSSB Alarms and Alerts toolkit. Project T326 is available on Spark (http://spark.rssb.co.uk). References: RSSB Alarms and Alerts Guidance and Evaluation Tool (T326).				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	RIS-3703-TOM	Document issue number	2	Document issue date	March 2013
Document title	Rail Industry Standard for Passenger Train Dispatch and Platform Safety Measures				
Clause number/ Document location	Appendix B B3.3 (Pg 19), References (Pg 38)				
Original text	B.3.3 As far as possible, safety signs and platform markings should be capable of being understood without the need to read text so that people who do not have a full comprehension of English still benefit from them. RSSB (2003) Engineering - Improvements to Safety Signage on Passenger Trains: Guidelines for Symbol Design and Testing contains information on how to design and test new symbols for use on safety signs that is applicable to the platform context: http://www.rssb.co.uk/SiteCollectionDocuments/pdf/reports/Research/T052a_rpt3_final.pdf References: RSSB (2003) Engineering - Improvements to safety signage on passenger trains: Guidelines for symbol design and testing http://www.rssb.co.uk/SiteCollectionDocuments/pdf/reports/Research/T052a_rpt3_final.pdf				
Reason for Amendment	RSSB, with support of its stakeholders, took on a project to refresh the www.rssb.co.uk website. This refresh has seen the contents of the site restructured and therefore links to documents on www.rssb.co.uk currently contained within standards documents published on RGSonline have become broken. This amendment corrects those broken links. Please note that where links relate to Spark (http://spark.rssb.co.uk) users will be required to register / login before being able to access the document. Registering is free and should only take a few minutes.				
Amendment text	B.3.3 As far as possible, safety signs and platform markings should be capable of being understood without the need to read text so that people who do not have a full comprehension of English still benefit from them. RSSB (2003) Engineering - Improvements to Safety Signage on Passenger Trains: Guidelines for Symbol Design and Testing contains information on how to design and test new symbols for use on safety signs that is applicable to the platform context. See project T052a available on Spark (http://spark.rssb.co.uk). References: RSSB (2003) Engineering - Improvements to safety signage on passenger trains: Guidelines for symbol design and testing (T052a).				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification (For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)					
Document number	GCRT5021	Document issue number	5	Document issue date	December 2011
Document title	Track System Requirements				
Clause number/ Document location	Appendix H (H.1.3)				
Original text	Research Project T560 'Safe limits of operation for shallow fixed obtuse crossings' has provided a basis for the future design of S&C layouts incorporating obtuse crossings with angles flatter than 1 in 8 (See http://www.rssb.co.uk/SiteCollectionDocuments/pdf/reports/research/T560_rb_final.pdf).				
Reason for Amendment	RSSB, with support of its stakeholders, took on a project to refresh the http://www.rssb.co.uk website. This refresh has seen the contents of the site restructured and therefore links to documents on http://www.rssb.co.uk currently contained within standards documents published on RGSonline have become broken. This amendment corrects those broken links. Please note that where links relate to Spark (http://spark.rssb.co.uk) users will be required to register / login before being able to access the document. Registering is free and should only take a few minutes.				
Amendment text	Research Project T560 'Safe limits of operation for shallow fixed obtuse crossings' has provided a basis for the future design of S&C layouts incorporating obtuse crossings with angles flatter than 1 in 8 (See T560 report available on Spark http://spark.rssb.co.uk).				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GI/RT7016	Document issue number	Five	Document issue date	01 March 2014

Document title	Interface between Station Platform, Track and Trains
Clause number/ Document location	Definitions - Station categories
Original text	**Station categories** **Station Category** / **Examples** A - National hub: Birmingham New Street, Glasgow Central, London Waterloo B - Regional hub: Brighton, Darlington, Watford Junction C - Important feeder: Manchester Oxford Road, Motherwell, Southend Victoria D - Medium, staffed: Caerphilly, Lichfield Trent Valley, Sydenham E - Small, staffed: Gospel Oak, Llandudno Junction, Lockerbie F - Small, unstaffed: Bishop Auckland, Cromer, Tywyn For the purposes of Part 10 of this document, stations are categorised as follows:
Reason for Amendment	Under the heading 'Station categories' the explanatory sentence should appear above the table, not below. This definition should be followed immediately by the definition of 'Uniformity'.
Amendment text	**Station categories** For the purposes of Part 10 of this document, stations are categorised as follows: **Station Category** / **Examples** A - National hub: Birmingham New Street, Glasgow Central, London Waterloo B - Regional hub: Brighton, Darlington, Watford Junction C - Important feeder: Manchester Oxford Road, Motherwell, Southend Victoria D - Medium, staffed: Caerphilly, Lichfield Trent Valley, Sydenham E - Small, staffed: Gospel Oak, Llandudno Junction, Lockerbie F - Small, unstaffed: Bishop Auckland, Cromer, Tywyn

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification (For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)					
Document number	GEGN8600	Document issue number	1	Document issue date	March 2012
Document title	Guidance on Conventional Rail Energy TSI				
Clause number/ Document location	References (Pg 62)				
Original text	Details of the current TSIs and links to the document are available at: http://www.rssb.co.uk/SiteCollectionDocuments/rgs/TSI_status_summary.pdf				
Reason for Amendment	RSSB, with support of its stakeholders, took on a project to refresh the www.rssb.co.uk website. This refresh has seen the contents of the site restructured and therefore links to documents on www.rssb.co.uk currently contained within standards documents published on RGSonline have become broken. This amendment corrects those broken links.				
Amendment text	Details of the current TSIs and links to the document are available at: http://www.rssb.co.uk/library/standards-and-the-rail-industry/tsi_status_summary.pdf				

ONGOING AMENDMENTS/CLARIFICATIONS FROM PREVIOUS ISSUES

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document numbers	GK/RT0045 GK/GN0645	Documents issue number	3	Documents issue date	Dec 2012
Document titles	Lineside Signals, Indicators and Layout of Signals Guidance on Lineside Signals, Indicators and Layout of Signals				
Clause number/ Document location	Table 20				

Original text

TPWS Indicator	Points Indicator	LC Indicator	Equipment status information
Steady blue (#1)	No indication	No indication	• TPWS intervention set • LC not operating
Steady blue (#1)	No indication	Flashing white	• TPWS intervention set • LC correctly operating
No indication	Flashing red	No indication	• Points not set (or points moving) • LC not operating
Flashing blue	No indication	No indication	• TPWS disarmed • LC not operating
Flashing blue	No indication	Flashing white	• TPWS disarmed • LC correctly operating
No indication	Flashing red	Flashing white	• Points not set (points moving) • LC correctly operating
No indication	No indication	No indication	• TPWS failed • LC not operating
No indication	No indication	Flashing white	• TPWS failed • LC correctly operating

#1 Normal state when no train is present

Table 20 Permitted combinations of TPWS, points and / or LC indications

Reason for Amendment

The sequence in table 20 of GK/RT0045 issue three was misleading to drivers and resulted in several points being run-through.

This amendment is to simplify the indications presented to drivers at stop boards protecting trailing points. Table 20 has been updated in accordance with deviation 10/007/DGN authorised by Dr Jeff Allan (CCS SC Chair) on 12 February 2010.

The issue four revision to GK/RT0045 will address this amendment as part of RSSB standards change projects 10/017a) and 10/017b).

The amendments to the table are indicated by ~~strikethrough~~ or <u>underlined text</u>. See below.

Amended text

TPWS Indicator	Points Indicator	LC Indicator	Equipment status information
Steady blue (#1)	No indication	No indication	• TPWS intervention set • LC not operating
Steady blue ~~(#1)~~	No indication	Flashing white	• TPWS intervention set • LC correctly operating
No indication	Flashing red (#2)	No indication	• Points not set (or points moving) • LC not operating
Flashing blue	No indication	No indication	• TPWS disarmed • LC not operating
Flashing blue	No indication	Flashing white	• TPWS disarmed • LC correctly operating
No indication	Flashing red	Flashing white	• Points not set (points moving) • LC correctly operating
No indication	No indication	No indication	• TPWS failed • LC not operating
No indication	No indication	Flashing white	• TPWS failed • LC correctly operating

#1 Normal state when no train is present and not associated with a points indicator

#2 Normal state when no train is present where a points indicator is provided

Table 20 Permitted combinations of TPWS, points and / or LC indications

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GK/RT0045	Document issue no.	Three	Document issue date	March 2013
Document title	Lineside Signals, Indicators and Layout of Signals				
Clause number	Clause 5.2.3.6 d)				
Original text	Clause omitted.				
Reason for Amendment	This clause was omitted from issues two and three of GK/RT0045 in error. The clause is correctly present in the associated guidance note GK/GN0645 issue three.				
Amendment text	5.2.3.6 d) The train protection system is configured to mitigate the SPAD risk at the first stop signal beyond the diverging junction.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GK/RT0055 GK/GN0655	Document issue number	1 1	Document issue date	Sept 2013
Document title	Block System Interface Requirements Guidance on Block System Interface Requirements				
Clause number/ Document location	2.2.8.1, GN162a), GN170, GN173a) and GN174				
Original text	2.2.8.1 The one-train system without staff shall only permit one train in a one-train staff section at a time.				
	GN162 The signalling system should be designed in accordance with the following principles: a) The signalling system should only authorise one train in each one-train working with staff section at a time. The signalling system should be configured to prevent the section signal from being cleared for a second train when a train is occupying the single line section. A typical method uses sequential operation of train detection system devices as a means of detecting that a train has entered and then exited the one-train system without staff section.				
	GN170 Where the train in possession of the one-train staff may proceed beyond the far end of the one-train staff section (for example, into a depot or freight terminal), the lineside operational sign reminds the driver that local operating instructions may apply.				
	GN173 The signalling system should be designed in accordance with the following principles: a) The signalling system should only authorise one train in each one-train section at a time.				
	GN174 Permissive working is not compatible with lines worked using the one-train working with staff system.				
Reason for Amendment	The original text contains errors. The amendments to the text are indicated by ~~strikethrough~~ or <u>underlined text</u>. See below.				
Amended text	2.2.8.1 The one-train system without staff shall only permit one train in a ~~one-train staff~~ section at a time.				
	GN162 The signalling system should be designed in accordance with the following principles: a) The signalling system should only authorise one train in each one-train working with staff section at a time. ~~The signalling system should be configured to prevent the section signal from being cleared for a second train when a train is occupying the single line section. A typical method uses sequential operation of train detection system devices as a means of detecting that a train has entered and then exited the one-train system without staff section.~~				

GN170	Where the train ~~in possession of the one-train staff~~ may proceed beyond the far end of the one-train without staff section (for example, into a depot or freight terminal), the lineside operational sign may remind~~s~~ the driver that local operating instructions ~~may~~ apply.
GN173	The signalling system should be designed in accordance with the following principles: a) The signalling system should only authorise one train in each one-train without staff section at a time. The signalling system should be configured to prevent the section signal from being cleared for a second train when a train is occupying the single line section. A typical method uses sequential operation of train detection system devices as a means of detecting that a train has entered and then exited the one-train without staff section.
GN174	Permissive working is not compatible with lines worked using the one-train working without staff system.

☒Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	GK/RT0075	Document issue no.	Two	Document issue date	September 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number / Document location	3.4.1.5 – currently numbered 3.3.1.5 (page 25)				
Original text	3.3.1.5 Warning boards shall be positioned in accordance with Appendix D, using the deceleration distance criteria in Appendix X.				
Reason for Amendment	Typographical error: clause number '3.3.1.5' should read '3.4.1.5'. This requires an amendment as 3.3.1.5 is referenced in both the standard and guidance note, so there is potential for confusion since it occurs twice in the standard.				
Amendment text	3.4.1.5 Warning boards shall be positioned in accordance with Appendix D, using the deceleration distance criteria in Appendix X.				

☒ Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	GK/RT0075	Document issue no.	Two	Document issue date	September 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number / Document location	Appendix X3; page 49 of 58				
Original text	Column headed 1 in 200 5F: Entry for Initial speed of 75 mph: 1247 Entry for Initial speed of 80 mph: 1247				
Reason for Amendment	Typographical error – the corresponding entries in GK/GN0675 are correct.				
Amendment text	Column headed 1 in 200 5F: Entry for Initial speed of 75 mph: 1358 Entry for Initial speed of 80 mph: 1358				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☐ Amendment ☒ Clarification (For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)					
Document number	GK/RT0192 GK/GN0692	Document issue number	Two	Document issue date	Dec 2012
Document title	Level Crossing Interface Requirements Guidance on Level Crossing Interface Requirements				
Clause number/ Document location	2.10.1.4 and GN164				
Original text	2.10.1.4 At level crossings that do not have road traffic light signals, telephones shall be positioned adjacent to the point of access to the railway. GN164 Telephones provided at level crossings should be consistently positioned to aid easy location by the caller.				
Reason for Clarification	The ‘point of access’ is generally taken to be at the railway boundary fence. At some level crossings this may be some distance from the decision point. In such circumstances a telephone located at the access point may be out of sight of the running lines. This issue will be further considered during the forthcoming revision of GK/RT0192.				
Clarification text	GN164a The position of telephones at footpath crossings should be such as to allow the user to view the running lines whilst using the telephones. To aid consistency, in circumstances where the railway boundary is remote from the track, consideration should be given to defining the point of access relative to the telephone and signage.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

Please note amendment for RIS-0794-CCS below does not contain the working sound files, please see the original amendment (0794 Iss 1 AM001) attached to RIS-0794-CCS on www.rgsonline.co.uk for working sound files.

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	RIS-0794-CCS	Document issue no.	One	Document issue date	01 Mar 2013
Document title	Rail Industry Standard for GSM-R Train Voice Radio				
Clause number/ Document location	Table 13, Page 60-61				
Original text	The sound files are not available in the PDF version of RIS-0794-CCS issue one on www.rgsonline.co.uk.				
Reason for Amendment	The sound files contained in RIS-0794-CCS Table 13, were developed in Word 2010 and not correctly converted in the PDF version of the document. To rectify this, the sound files are available in the table below.				

Amendment text

Identity	Related event	Sound file
GB_R2 v6	Incoming voice call ringing	
GB_R3 v6	Incoming railway emergency group call alerting	
GB_R5 v6	Outgoing voice call ringing	
GB_R6 v6	Outgoing voice call, called party busy	
R7 v6	Outgoing voice call attempt unsuccessful	CENELEC CLC/TS 50459
GB_R8 v6	Outgoing railway emergency group call alerting	
R9 v6	Incoming PA call alerting	CENELEC CLC/TS 50459
GB_R12 v6	Loss of network coverage	
S9 v6	DSD alarm audible alert	CENELEC CLC/TS 50459
S_INFO v7	General indication for various events	CENELEC CLC/TS 50459
GB_FAILED_ACTION v6	Failed or terminated process	
PTT_CLICK	PTT pressed	CENELEC CLC/TS 50459
CALL_WAITING v6	Call waiting	CENELEC CLC/TS 50459
R4 v6	Call connect	CENELEC CLC/TS 50459
LS Test v6	PA test tone – failed action	CENELEC CLC/TS 50459

Table 13 Sound files for audible indications

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☐ Amendment ☒ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	RIS-1800-ENE	Document issue no.	1	Document issue date	September 2010
Document title	Rail Industry Standard for Network and Depot Interface Management - Isolation Documentation				
Clause number / Document location	2.2.3				
Original text	2.2.3 A template for local isolation instructions is set out in Appendix 1.				
Reason for Clarification	The Appendix is titled ‘Appendix A’ not ‘Appendix 1’.				
Clarification text	2.2.3 A template for local isolation instructions is set out in Appendix A.				

☒ Amendment ☐ Clarification (For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)					
Document number	GM/RT2000	Document issue number	Three	Document issue date	December 2009
Document title	Engineering Acceptance of Rail Vehicles				
Clause number/ Document location	6.1				
Original text	Vehicles subject to Engineering Acceptance Every rail vehicle to be operated on Railtrack Controlled Infrastructure shall have a valid Certificate of Engineering Acceptance confirming its conformance to the applicable Mandatory Requirements.				
Reason for Amendment	GM/RT2400 has been revised to align it with BS EN 14033 series, Railway applications - Track - Railbound construction and maintenance machines and to include more up-to-date requirements. On-track machines are therefore excluded from the scope of GM/RT2000 from 07 December 2013 as, from that date, on-track machines will be required to comply with GM/RT2400 Issue Five.				
Amendment text	Vehicles subject to Engineering Acceptance Every rail vehicle to be operated on Railtrack Controlled Infrastructure shall have a valid Certificate of Engineering Acceptance confirming its conformance to the applicable Mandatory Requirements. The requirements of this document do not apply to on-track machines and are now covered by the publication of GM/RT2400 issue five.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GM/RT2001	Document issue number	Two	Document issue date	December 2009
Document title	Design Scrutiny for the Engineering Acceptance of Rail Vehicles				
Clause number/ Document location	2 Scope				
Original text	The overall scope of Railway Group Standards is set out in the Railway Group Standards Code. The requirements of this document apply only when the Design Scrutiny process, using Vehicle Acceptance Bodies (VAB) and Conformity Certification Bodies (CCB), is used to confirm that a rail vehicle conforms to the relevant mandatory requirements of Railway Group Standards. Alternative processes for confirming that a rail vehicle conforms to all relevant mandatory standards are permitted, subject to the requirements of Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS), and Railway Interoperability Regulations (2006) (RIR). It does not apply to Road/Rail Vehicles and Rail Mounted Maintenance Machines, see GM/RT1300 and GM/RT2402.				
Reason for Amendment	GM/RT2400 has been revised to align it with BS EN 14033 series, Railway applications - Track - Railbound construction and maintenance machines and to include more up-to-date requirements. On-track machines are therefore excluded from the scope of GM/RT2001 from 07 December 2013 as, from that date, on-track machines will be required to comply with GM/RT2400 Issue Five.				
Amendment text	The overall scope of Railway Group Standards is set out in the Railway Group Standards Code. The requirements of this document apply only when the Design Scrutiny process, using Vehicle Acceptance Bodies (VAB) and Conformity Certification Bodies (CCB), is used to confirm that a rail vehicle conforms to the relevant mandatory requirements of Railway Group Standards. Alternative processes for confirming that a rail vehicle conforms to all relevant mandatory standards are permitted, subject to the requirements of Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS), and Railway Interoperability Regulations (2006) (RIR). It does not apply to Road/Rail Vehicles and Rail Mounted Maintenance Machines, see GM/RT1300 and GM/RT2402. The requirements of this document do not apply to on-track machines and are now covered by the publication of GM/RT2400 issue five.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GM/RT2100	Document issue number	Five	Document issue date	02/06/2012
Document title	Requirements for Rail Vehicle Structures				
Clause number/ Document location	6.5.2.2				
Original text	6.5.2.2 Interior glazing shall withstand without failure, the following ultimate load cases. Where both sides of the glazing are accessible by passengers or traincrew, the load cases shall be applied to both sides independently. The glazing shall remain intact and in position throughout the application and removal of the loads. The ultimate load cases are: a) A concentrated perpendicular load of 2.5 kN applied over an area of 0.1 m x 0.1 m at any position on the surface. b) A pressure of 2.5 kPa applied over its entire surface plus a concentrated perpendicular load of 0.8 kN applied over an area of 0.1 m x 0.1 m at any position on the surface.				
Reason for Amendment	Depending on the glazing installation, the ultimate load can be sustained by the glass even if the glass has fractured at a lower load. Under these circumstances, the loading at which fracturing occurs is analogous to a proof load condition. The breaking load, at which point the glass can no longer support the applied load, is an ultimate load condition. The opposite condition is where the glass fractures at a peak load but then has a lower residual load capacity, in which case that peak load would have to be greater or equal to the specified ultimate loadcase.				
Amendment text	6.5.2.2 Interior glazing shall withstand without failure, the following ultimate load cases. Where both sides of the glazing are accessible by passengers or traincrew, the load cases shall be applied to both sides independently. The glazing shall remain in position throughout the application and removal of the loads. It is permissible for glass elements to fracture as the loads are applied, subject to the overall performance criteria being satisfied. The ultimate load cases are: a) A concentrated perpendicular load of 2.5 kN applied over an area of 0.1 m x 0.1 m at any position on the surface. b) A pressure of 2.5 kPa applied over its entire surface plus a concentrated perpendicular load of 0.8 kN applied over an area of 0.1 m x 0.1 m at any position on the surface.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GM/RT2141	Document issue number	Three	Document issue date	June 2009
Document title	Resistance of Railway Vehicles to Derailment and Roll-Over				
Clause number/ Document location	3.2.2				
Original text	3.2.2.1 The requirements in this document are not applicable to rolling stock authorised for placing into service under The Railways (Interoperability) Regulations 2006 (as amended), or any subsequent regulations replacing these regulations, unless the requirements in this document are a relevant notified national technical rule. 3.2.2.2 GE/RT8270 mandates requirements and responsibilities for the assessment of compatibility between infrastructure and rolling stock. Where existing infrastructure has not been assessed as conforming to the applicable Infrastructure TSIs conformity with the requirements of GM/RT2141 are a method of demonstrating compatibility between rolling stock and infrastructure.				
Reason for Amendment	GM/RT2400 has been revised to align it with BS EN 14033 series, Railway applications - Track - Railbound construction and maintenance machines and to include more up-to-date requirements. On-track machines are therefore excluded from the scope of GM/RT2141 from 07 December 2013 as, from that date, on-track machines will be required to comply with GM/RT2400 Issue Five.				
Amendment text	3.2.2.1 The requirements in this document are not applicable to rolling stock authorised for placing into service under The Railways (Interoperability) Regulations 2006 (as amended), or any subsequent regulations replacing these regulations, unless the requirements in this document are a relevant notified national technical rule. 3.2.2.2 GE/RT8270 mandates requirements and responsibilities for the assessment of compatibility between infrastructure and rolling stock. Where existing infrastructure has not been assessed as conforming to the applicable Infrastructure TSIs conformity with the requirements of GM/RT2141 are a method of demonstrating compatibility between rolling stock and infrastructure. 3.2.2.3 The requirements of this document do not apply to on-track machines.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GM/RT2142	Document issue no.	3	Document issue date	August 2009
Document title	Resistance of Railway Vehicles to Roll-Over in Gales				
Clause number / Document location	Appendix A, B and C equation 4 Appendix B equation 8				
Original text	$v_a = \sqrt{\dfrac{M_R}{\frac{1}{2}\cdot\rho\cdot A\cdot H\cdot \overline{C}_{R,raw}(\beta)}}$ equation 4 $M_A = \frac{1}{2}\cdot\rho\cdot v_a^2\cdot A\cdot H\cdot \overline{C}_{R,raw}(\beta)$ equation 8				
Reason for Amendment	Inconsistent terminology in formulae				
Amendment text	The formulae shown in Appendix A, B and C equation 4 and Appendix B equation 8 has the reference $\overline{C}_{R,raw}(\beta)$ which is used in GM/RC2542 issue 1 This is the equivalent to $C_{Mx,lee}(\beta)$ Aerodynamic rolling moment coefficient about the lee rail which is used elsewhere in the document. $v_a = \sqrt{\dfrac{M_R}{\frac{1}{2}\cdot\rho\cdot A\cdot H\cdot C_{Mx,lee}(\beta)}}$ equation 4 $M_A = \frac{1}{2}\cdot\rho\cdot v_a^2\cdot A\cdot H\cdot C_{Mx,lee}(\beta)$ equation 8				

☒ Amendment ☐ Clarification (For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)					
Document number	GM/RT2149	Document issue number	Three	Document issue date	February 2003
Document title	Requirements for Defining and Maintaining the Size of Railway Vehicles				
Clause number/ Document location	B7.3				
Original text	B7.3 The swept envelopes shall take into account at least the following factors: a) quasi-static sway arising from steady-state curving forces (cant deficiency and cant excess) b) dynamic sway in response to short wavelength track cross level tolerance c) dynamic sway in response to track irregularities d) dynamic vertical suspension displacements in response to track irregularities e) static vertical displacements caused by payload variations, wheel wear, and suspension stiffness tolerances, etc f) dynamic vertical deflections of the vehicle body or frame under any conditions of load, taking account of the factors in B7.3 e) above g) vertical and sway displacements associated with likely suspension failure modes and other relevant factors, including hard over tilt failure or other system failure where applicable h) vehicle overthrows on curves, laterally and vertically i) wheel-rail clearance (including flange wear), but not rail wear. The swept envelopes shall also indicate the area swept by pantographs, where fitted, in the operational and locked down				

	modes. The swept envelopes shall take account of tolerances in vehicle dimensions, mass distributions and wheel loadings, suspension characteristics, normal variations in vehicle maintenance condition and wear, and any other relevant variables.
Reason for Amendment	To include a requirement to consider the overthrows of articulated vehicles, particularly those on varying curve radius and on reverse curves, into the determination of the swept envelope.
Amendment text	B7.3 The swept envelopes shall take into account at least the following factors: a) quasi-static sway arising from steady-state curving forces (cant deficiency and cant excess) b) dynamic sway in response to short wavelength track cross level tolerance c) dynamic sway in response to track irregularities d) dynamic vertical suspension displacements in response to track irregularities e) static vertical displacements caused by payload variations, wheel wear, and suspension stiffness tolerances, etc f) dynamic vertical deflections of the vehicle body or frame under any conditions of load, taking account of the factors in B7.3 e) above g) vertical and sway displacements associated with likely suspension failure modes and other relevant factors, including hard over tilt failure or other system failure where applicable h) vehicle overthrows on curves, laterally and vertically, including curves lengths shorter than the vehicle wheel base / bogie centres. i) wheel-rail clearance (including flange wear), but not rail wear. The swept envelopes shall also indicate the area swept by pantographs, where fitted, in the operational and locked down modes. j) Vehicles with unconventional wheel arrangements and articulation, on continuous, reverse and compound curvature. The swept envelopes shall take account of tolerances in vehicle dimensions, mass distributions and wheel loadings, suspension characteristics, normal variations in vehicle maintenance condition and wear, and any other relevant variables.

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

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	**Aggregation of tolerances and allowances in gauging** 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)'. 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'. GM/RT2149 makes no specific references to tolerances and allowances, nor the means of aggregation. Uncertainty analysis provides a suitable probability analysis. 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. 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) available from Spark (http://spark.rssb.co.uk).				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GM/RT2160	Document issue number	Four	Document issue date	December 2010
Document title	Environment Inside Railway Vehicles (Audibility of detonators)				
Clause number/ Document location	3.2.2.1				
Original text	There are no exclusions from the scope specified in 3.2.3 for railway undertakings.				
Reason for Amendment	GM/RT2400 has been revised to align it with BS EN 14033 series, Railway applications - Track - Railbound construction and maintenance machines and to include more up-to-date requirements. On-track machines are therefore excluded from the scope of GM/RT2160 from 07 December 2013 as, from that date, on-track machines will be required to comply with GM/RT2400 Issue Five.				
Amendment text	The requirements of this document do not apply to on-track machines.				

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GM/RT2161	Document issue number	One	Document issue date	August 1995
Document title	Requirements for Driving Cabs of Railway Vehicles				
Clause number/ Document location	2 Scope				
Original text	The requirements of this standard apply to the driving cabs of traction and rolling stock (T&RS) vehicles and also to On-Track Machines that operate on Railtrack lines outside possessions. The requirements apply to new vehicles. The requirements also apply to existing vehicles when undergoing Engineering Change, insofar as it is reasonably practicable to incorporate them. Deviations from the specific requirements of this standard are permissible for driving vehicles in international traffic, providing that it is demonstrated that an equivalent level of safety is achieved.				
Reason for Amendment	GM/RT2400 has been revised to align it with BS EN 14033 series, Railway applications - Track - Railbound construction and maintenance machines and to include more up-to-date requirements. On-track machines are therefore excluded from the scope of GM/RT2161 from 07 December 2013 as, from that date, on-track machines will be required to comply with GM/RT2400 Issue Five.				
Amendment text	The requirements of this standard apply to the driving cabs of traction and rolling stock (T&RS) vehicles. The requirements apply to new vehicles. The requirements also apply to existing vehicles when undergoing Engineering Change, insofar as it is reasonably practicable to incorporate them. Deviations from the specific requirements of this standard are permissible for driving vehicles in international traffic, providing that it is demonstrated that an equivalent level of safety is achieved. The requirements of this document do not apply to on-track machines.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	GM/RT2162	Document issue no.	3	Document issue date	June 2011
Document title	Traincrew Access to and Egress from Railway Vehicles				
Clause number / Document location	1.3				
Original text	1.1.1 The content of this document was approved by Rolling Stock Standards Committee on 17-18 February2011. 1.1.2 This document will be authorised by RSSB on 18 April 2011 [proposed].				
Reason for Amendment	Incorrect numbering and deletion of ‘proposed’.				
Amendment text	1.3.1 The content of this document was approved by Rolling Stock Standards Committee on 17-18 February 2011. 1.3.2 This document will be authorised by RSSB on 18 April 2011.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

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	In list of contents (page 139) add '(See Appendix P)' after the entries: Fore and aft positions for various AWS receiver designs Specification Example of AWS receiver sensitivity table Description of fault codes Illustration of parts and connection details				
Section:	Appendix P Fore and aft positions for AWS receivers				
Amendment text	Title of Appendix P to read 'Additional information relevant to Appendix N' (Appendix P should be read as a continuation of Appendix N). Page 141 reference to 'Annex P' should be to 'Appendix P'. Page 142 reference to 'Annex P' should be to 'Appendix P'. Reference to 'Annex P1' should be to 'Appendix P'. Page 144 reference to 'Annex Q.5' should be to 'Appendix P'. Reference to 'Annex Q.2' should be to 'Appendix 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'.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GM/RT2176	Document issue number	One	Document issue date	December 1995
Document title	Air Quality and Lighting Environment for Traincrew Inside Railway Vehicles				
Clause number/ Document location	2 Scope				
Original text	The requirements of this standard apply to railway vehicles that operate on Railtrack lines and which carry traincrew undertaking their operational duties. The requirements apply to Traction and Rolling Stock (T&RS) vehicles and to On-Track Machines. The requirements apply to new vehicles. The requirements also apply to existing vehicles when undergoing Engineering Change, insofar as it is reasonably practicable to incorporate them. Deviations from the specific requirements of this standard are permissible for vehicles that operate in international traffic, providing that it is demonstrated that an equivalent or higher level of safety is achieved.				
Reason for Amendment	GM/RT2400 has been revised to align it with BS EN 14033 series, Railway applications - Track - Railbound construction and maintenance machines and to include more up-to-date requirements. On-track machines are therefore excluded from the scope of GM/RT2176 from 07 December 2013 as, from that date, on-track machines will be required to comply with GM/RT2400 Issue Five.				
Amendment text	The requirements of this standard apply to railway vehicles that operate on Railtrack lines and which carry traincrew undertaking their operational duties. The requirements apply to Traction and Rolling Stock (T&RS) vehicles. The requirements of this document do not apply to on-track machines. The requirements apply to new vehicles. The requirements also apply to existing vehicles when undergoing Engineering Change, insofar as it is reasonably practicable to incorporate them. Deviations from the specific requirements of this standard are permissible for vehicles that operate in international traffic, providing that it is demonstrated that an equivalent or higher level of safety is achieved.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	GM/RT2176	Document issue no.	One	Document issue date	December 1995
Document title	Air Quality and Lighting Environment Inside Railway Vehicles				
Clause number / Document location	6.1, 6.2				
Original text	**6 Lighting** 6.1. Adequate lighting shall be provided in all areas and passageways used by traincrew so that they can carry out their operational duties safely, under both normal and emergency conditions. Lighting levels in traincrew areas shall be sufficient to allow effective control of train safety and emergency systems and equipment, and enable associated signs and notices to be read, in accordance with references [2] and [3]. Lighting levels in traincrew areas shall also be sufficient to permit safe access to and egress from vehicles in accordance with reference [4]. Lighting of drivers' controls and instruments shall be in accordance with reference [5]. **6.2 Normal Lighting** 6.2.1. The minimum Illuminance for vehicles in service operation shall be 20 Lux, with a minimum Uniformity of Illuminance of 0.67. This shall be measured at floor level and shall exclude the effect of light entering a vehicle from outside. Areas to be lit shall include aisles, doorways, vestibules, egress points, interconnecting gangways, corridors and toilets. 6.2.2. The vehicle lighting system shall be arranged to ensure that the lighting level quoted in Clause 6.2.1 is reliably available.				
Reason for Amendment	The withdrawal of these requirements (out of scope - the responsibility of the railway undertakings) was consulted on as part of the work on Vehicle Fire, Safety and Evacuation, which resulted in the publication of GM/RT2130 issue one. The impact assessment for GM/RT2130 issue one addresses the withdrawal of these requirements. This was approved by Rolling Stock Standards Committee on 04 April 2008, minute number 08/RST/04/121 refers. However GM/RT2176 was not re-issued.				
Amendment	None				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	GM/RT2176	Document issue no.	One	Document issue date	December 1995
Document title	Air Quality and Lighting Environment Inside Railway Vehicles				
Clause number / Document location	6.3				
Original text	**6.3 Emergency Lighting** 6.3.1. The minimum illuminance at vehicle egress points in an emergency situation shall be 20 Lux at floor level. 6.3.2. The minimum illuminance on escape routes other than those specified in Clause 6.3.1 shall be 5 Lux at floor level. 6.3.3. The minimum illuminance on emergency equipment provided to assist in egress from a vehicle shall be 20 Lux. 6.3.4. The emergency lighting levels specified above shall be available for at least 1½ hours after failure of the vehicle's primary power source.				
Reason for Amendment	The withdrawal of these requirements was consulted on as part of the work on Vehicle Fire, Safety and Evacuation, which resulted in the publication of GM/RT2130 issue one. The impact assessment for GM/RT2130 issue one clarified the difference between standby lighting and emergency lighting. The requirements in GM/RT2176 related to standby lighting and it is these requirements that have been withdrawn. GM/RT2130 includes reference to EN 13272:2001 for guidance on standby lighting. This was approved by Rolling Stock Standards Committee on 04 April 2008, minute number 08/RST/04/121 refers. However GM/RT2176 was not re-issued.				
Amendment	None				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GM/RT2185	Document issue number	Two	Document issue date	December 2001
Document title	Train Safety Systems				
Clause number/ Document location	B2.3				
Original text	Exclusions from the application of this document The contents of this document do not apply to road-rail vehicles (other than roadrail recovery vehicles) or rail-mounted maintenance machines.				
Reason for Amendment	GM/RT2400 has been revised to align it with BS EN 14033 series, Railway applications - Track - Railbound construction and maintenance machines and to include more up-to-date requirements. On-track machines are therefore excluded from the scope of GM/RT2185 from 07 December 2013 as, from that date, on-track machines will be required to comply with GM/RT2400 Issue Five.				
Amendment text	Exclusions from the application of this document The contents of this document do not apply to on-track machines, road-rail vehicles (other than roadrail recovery vehicles) or rail-mounted maintenance machines.				

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GM/RT2190	Document issue number	Three	Document issue date	December 2010
Document title	Compatibility Requirements for Rail Vehicle Couplings and Interconnectors				
Clause number/ Document location	4.2.2.2				
Original text	The requirements in the document are not applicable to the following types of vehicles: a) On-track plant. b) Non-GB registered wagons. c) London Underground when operating over Network Rail managed infrastructure. d) Tyne and Wear Metro when operating over Network Rail managed infrastructure.				
Reason for Amendment	GM/RT2400 has been revised to align it with BS EN 14033 series, Railway applications - Track - Railbound construction and maintenance machines and to include more up-to-date requirements. On-track machines are therefore excluded from the scope of GM/RT2190 from 07 December 2013 as, from that date, on-track machines will be required to comply with GM/RT2400 Issue Five.				
Amendment text	The requirements in the document are not applicable to the following types of vehicles: a) On-track machines. b) On-track plant. c) Non-GB registered wagons. d) London Underground when operating over Network Rail managed infrastructure. e) Tyne and Wear Metro when operating over Network Rail managed infrastructure.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification (For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)					
Document number	GM/RT2304	Document issue number	Three	Document issue date	April 2004
Document title	Equipotential Bonding of Rail Vehicles to Running Rail Potential				
Clause number/ Document location	B2.2.1				
Original text	Trains This document applies to all vehicles intended to operate on Network Rail controlled infrastructure. The vehicle design requirements mandated in sections B4 and B6 of this document are to be complied with by vehicles of previously uncertificated designs, with a Certificate of Conformance for Vehicle Design signed on or after 5 June 2004. In addition, the design requirements shall be complied with by any future vehicles, built to the same design as a vehicle already having Engineering Acceptance, which enter service on Network Rail controlled infrastructure on or after 2 June 2007.				
Reason for Amendment	GM/RT2400 has been revised to align it with BS EN 14033 series, Railway applications - Track - Railbound construction and maintenance machines and to include more up-to-date requirements. On-track machines are therefore excluded from the scope of GM/RT2304 from 07 December 2013 as, from that date, on-track machines will be required to comply with GM/RT2400 Issue Five.				
Amendment text	Trains Except for on-track machines, this document applies to all vehicles intended to operate on Network Rail controlled infrastructure. The vehicle design requirements mandated in sections B4 and B6 of this document are to be complied with by vehicles of previously uncertificated designs, with a Certificate of Conformance for Vehicle Design signed on or after 5 June 2004. In addition, the design requirements shall be complied with by any future vehicles, built to the same design as a vehicle already having Engineering Acceptance, which enter service on Network Rail controlled infrastructure on or after 2 June 2007.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GM/RT2461	Document issue number	One	Document issue date	August 2001
Document title	Sanding Equipment Fitted to Multiple Units and On-Track Machines				
Clause number / Document location	2.2				
Original text	Scope The overall scope of Railway Group Standards is as specified in Appendix A of GA/RT6001. This document specifically applies to all multiple units (including non-passenger vehicles and on-track machines) as defined in section 3. The contents of this document do not apply to other types of traction and rolling stock, road-rail vehicles or rail-mounted maintenance machines. In addition, the requirements of this document do not apply to vehicles specifically adapted to apply substances used to improve wheel/rail adhesion levels for other trains (including, for example 'SANDITE').				
Reason for Amendment	GM/RT2461 scope has been amended following proposal 13/005 (Amendment of GM/RT2461 to de-mandate fitting of sanding equipment to certain types of on-track machines). This is based on evidence that demonstrates that the risk is controlled through other design features of those on-track machines.				
Amendment text	Scope The overall scope of Railway Group Standards is as specified in Appendix A of GA/RT6001. This document specifically applies to all multiple units (including non-passenger vehicles and on-track machines) as defined in section 3. The contents of this document do not apply to other types of traction and rolling stock, road-rail vehicles or rail-mounted maintenance machines. It also does not apply to on-track machines braked exclusively by tread brakes and with a minimum axle load not less than 10 tons. In addition, the requirements of this document do not apply to vehicles specifically adapted to apply substances used to improve wheel/rail adhesion levels for other trains (including, for example 'SANDITE').				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	GM/RT2466	Document issue no.	3	Document issue date	February 2010
Document title	Railway Wheelsets				
Clause number / Document location	Appendix A				
Original text	A.1 Wheelset profile limits A.1.1 The dimensions shown below are the limits of wheel tread wear. A.1.1.2 The profiles for steam locomotives shall be defined by individual assessment, useful information is contained in MT276. A.1.1.3 The flange height and thickness dimensions shown in Table A.1 have been rounded from the dimensions derived from the profile drawings; where greater accuracy is required the dimensions and tolerances on the drawings shall be used.				
Reason for Amendment	Incorrect numbering.				
Amendment text	A.1 Wheelset profile limits A.1.1 The dimensions shown below are the limits of wheel tread wear. A.1.2 The profiles for steam locomotives shall be defined by individual assessment, useful information is contained in MT276. A.1.3 The flange height and thickness dimensions shown in Table A.1 have been rounded from the dimensions derived from the profile drawings; where greater accuracy is required the dimensions and tolerances on the drawings shall be used.				

Document No:	GM/RT2472	Document Issue	1	Document issue date	June 2002
Title:	Data Recorders on Trains – Design Requirements				
Section:	Part B	Clause No	B4.2	f)	
Amendment text	Currently, the clause requires that data recorders fitted to existing trains permit the recording of a list of items including: 'DRA' This item should read: Activation of the driver's reminder appliance (DRA)				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

Document number	GM/RT2483	Document issue	1	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	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; On page 15, table 2, row 2, 1,200 should be replaced by 1,400 On page 16, table 5, row 2, 400 should be replaced by 550				

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	The date shown in A1 Issue record should read ‘August 2004’. The date shown in the header should read ‘August 2004’.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GM/RT2483	Document issue number	One	Document issue date	August 2004
Document title	Visibility Requirements for Trains				
Clause number/ Document location	B2.2.2				
Original text	Exclusions from the application of this standard Road-rail vehicles and rail mounted maintenance machines do not need to comply with the requirements set out in this standard. The requirements of Technical Specification for Interoperability (TSI) take precedence over Railway Group Standards and TSI requirements are to be followed where there is a conflict between Railway Group Standards and TSIs.				
Reason for Amendment	GM/RT2400 has been revised to align it with BS EN 14033 series, Railway applications - Track - Railbound construction and maintenance machines and to include more up-to-date requirements. On-track machines are therefore excluded from the scope of GM/RT2483 from 07 December 2013 as, from that date, on-track machines will be required to comply with GM/RT2400 Issue Five.				
Amendment text	Exclusions from the application of this standard On-track machines, road-rail vehicles and rail mounted maintenance machines do not need to comply with the requirements set out in this standard. The requirements of Technical Specification for Interoperability (TSI) take precedence over Railway Group Standards and TSI requirements are to be followed where there is a conflict between Railway Group Standards and TSIs.				

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)

Document number	GM/GN2685	Document issue no.	One	Document issue date	December 2010
Document title	Guidance on Lifting, Jacking, Recovery and Emergency Movement of Rail Vehicles				
Clause number / Document location	Throughout the document, including on the front cover				
Original text	All references to GM/RT2100 issue four				
Reason for Amendment	GM/RT2100 issue five has been published but no amendments were necessary to the supporting guidance. It is therefore appropriate to update only the references to GM/RT2100.				
Amendment text	GM/RT2100 issue five				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GM/GN2686	Document issue no.	One	Document issue date	December 2010
Document title	Guidance on Rail Vehicle Bodyshell, Bogie and Suspension Elements				
Clause number / Document location	Throughout the document, including on the front cover				
Original text	All references to GM/RT2100 issue four				
Reason for Amendment	GM/RT2100 issue five has been published but no amendments were necessary to the supporting guidance. It is therefore appropriate to update only the references to GM/RT2100.				
Amendment text	GM/RT2100 issue five				

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GM/GN2687	Document issue no.	One	Document issue date	December 2010
Document title	Guidance on Rail Vehicle Interior Structures and Secondary Structural Elements				
Clause number / Document location	Throughout the document, including on the front cover				
Original text	All references to GM/RT2100 issue four				
Reason for Amendment	GM/RT2100 issue five has been published but no amendments were necessary to the supporting guidance. It is therefore appropriate to update only the references to GM/RT2100.				
Amendment text	GM/RT2100 issue five				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	RIS-2773-RST	Document issue no.	One	Document issue date	01 March 2013
Document title	Format for Vehicle Gauging Data				
Clause number/ Document location	G 2.1.1.2 and G 2.1.1.3				
Original text	G 2.1.1.2 A standard blank electronic spreadsheet (provided in Microsoft® Excel) is available on the RSSB website, (RIS-2773 Vehicle Gauging Data (VGD) spreadsheet: http://www.rssb.co.uk/groups/SIC/Documents/VGD spreadsheet.xlsx). G 2.1.1.3 An example spreadsheet for a typical bogied passenger vehicle is also available on the RSSB website (RIS-2773 VGD example: http://www.rssb.co.uk/groups/SIC/Documents/VGD example.xlsm). The values are not to be used for gauging purposes).				
Reason for Amendment	The vehicle gauging data spreadsheets contained in RIS-2773-RST clause G 2.1.1.2 and G 2.1.1.3, were developed in Excel 2010 and published in SharePoint 2010. Following on from publication on 01 March 2013, it has become apparent that there are integration issues between Excel 2010 and SharePoint 2010, which has created problems for users accessing the vehicle gauging data spreadsheets. To rectify this, the files have been saved to an older version of Excel (2003) and the links contained in RIS-2773-RST have been updated to reflect this. The only change to the two clauses is the file extension and, for ease of use by readers of the document, the amendments have been made within the electronic document itself on www.rgsonline.co.uk.				
Amendment text	G 2.1.1.2 A standard blank electronic spreadsheet (provided in Microsoft® Excel) is available on the RSSB website, (RIS-2773 Vehicle Gauging Data (VGD) spreadsheet: http://www.rssb.co.uk/library/groups-and-committees/2014-03-25-spreadsheet-vgd-spreadsheet.zip). G 2.1.1.3 An example spreadsheet for a typical bogied passenger vehicle is also available on the RSSB website (RIS-2773 VGD example: http://www.rssb.co.uk/library/groups-and-committees/2014-03-25-spreadsheet-vgd-spreadsheet-example.zip). The values are not to be used for gauging purposes).				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	RIS-2773-RST	Document issue no.	One	Document issue date	01 March 2013
Document title	Format for Vehicle Gauging Data				
Clause number/ Document location	References				
Original text	Vehicle Gauging Data spreadsheet Available at: http://www.rssb.co.uk/groups/SIC/Documents/VGD spreadsheet.xlsx Vehicle Gauging Data example Available at: http://www.rssb.co.uk/groups/SIC/Documents/VGD example.xlsm				
Reason for Amendment	The vehicle gauging data spreadsheets contained in the reference section of RIS-2773-RST, were developed in Excel 2010 and published in SharePoint 2010. Following on from publication on 01 March 2013, it has become apparent that there are integration issues between Excel 2010 and SharePoint 2010, which has created problems for users accessing the vehicle gauging data spreadsheets. It should be noted that the vehicle gauging data spreadsheets contained on page 6 of RIS-2773-RST have been saved to an older version of Excel (2003) to rectify this (see published amendment: 2773 Iss 1 AM001).				
Amendment text	Vehicle Gauging Data spreadsheet Available at: http://www.rssb.co.uk/library/groups-and-committees/2014-03-25-spreadsheet-vgd-spreadsheet.zip Vehicle Gauging Data example Available at: http://www.rssb.co.uk/library/groups-and-committees/2014-03-25-spreadsheet-vgd-spreadsheet-example.zip				

☐ Amendment	☒ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	GO/RT3215	Document issue no.	2	Document issue date	June 2010
Document title	Requirements for the Weekly Operating Notice, Periodical Operating Notice and Sectional Appendix				
Clause number / Document location	Appendix C, clause C.1.1.10				
Original text	C.1.1.10: Radio system and channel; channel change points to be shown.				
Reason for Clarification	The current wording in C.1.1.10 is a generic statement which considers CSR and NRN, but needs to be amended to incorporate GSM-R.				
Clarification text	C.1.1.10 Radio system, registration and / or channel information; transition points between radio systems and/or channels to be shown.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	GO/RT3421	Document issue no.	3	Document issue date	December 2009
Document title	Dangerous Goods – Rail Conditions of Acceptance				
Clause number/ Document location	1.2.1.2				
Original text	The CDG Regulations are revised and re-issued every two years (2007, 2009, 2011, etc.) to align with the RID Regulations that are also revised and re-issued to the same timescale. Where references are made to either CDG or RID they refer to the version in force. Stakeholders should ensure that they are referring to the most up to date version of those Regulations				
Reason for Amendment	This clause has been amended to bring it up to date.				
Amendment text	The CDG Regulations are revised and re-issued every two years (2011, 2013, etc.) to align with the RID Regulations that are also revised and re-issued to the same timescale. Where references are made to either CDG or RID they refer to the version in force. Stakeholders should ensure that they are referring to the most up to date version of those Regulations				
Clause number/ Document location	2.2.1.1				
Original text	Railway undertakings shall apply: a) the prohibitions on mixing of specified dangerous goods on the same train; and b) the minimum separation distances required between specified dangerous goods detailed in GO/RM3053 to mitigate the risk in the event of an accident or incident.				
Reason for Amendment	This clause has been amended to reflect the revised nomenclature of the Working Manual for Rail Staff – Freight Train Operations from GO/RM3053 to GO/RT3053				
Amendment text	Railway undertakings shall apply: a) the prohibitions on mixing of specified dangerous goods on the same train; and b) the minimum separation distances required between specified dangerous goods detailed in GO/RT3053 to mitigate the risk in the event of an accident or incident.				
Clause number/ Document location	References Documents referenced in the text				
Original text	Railway Group Standards GO/RM3053 Working Manual for Rail Staff – Handling and Carriage of Dangerous Goods				
Reason for Amendment	This clause has been amended to reflect the revised nomenclature of the Working Manual for Rail Staff – Freight Train Operations from GO/RM3053 to GO/RT3053				
Amendment text	Railway Group Standards GO/RT3053 Working Manual for Rail Staff – Handling and Carriage of Dangerous Goods				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	RIS-3701-TOM	Document issue no.	1	Document issue date	June 2010
Document title	Rail Industry Standard for a Confidential Reporting System for Rail Staff				
Clause number / Document location	1.2.1				
Original text	Provision of a trial confidential reporting system began in Scotland in 1996. The Uff Inquiry into the 1997 Southall Accident gave strong endorsement to an industry-wide reporting system, which was further supported by the Rail Summit in October 1999 chaired by the then Deputy Prime Minister, Rt Hon John Prescott MP. The trials of the Confidential Information Reporting Analysis System (CIRAS) in Scotland were considered successful, and availability was extended to cover England and Wales in 2000. Since that time CIRAS, operated by RSSB, has come to occupy an established position within the wider rail industry. The body of safety intelligence acquired has, while preserving the anonymity of reporters, enabled lessons to be learned for wider application, for example through rules and procedural changes.				
Reason for Amendment	The expanded title of CIRAS is incorrect (it refers to Confidential Information Reporting Analysis System, but the correct title is Confidential Incident Reporting and Analysis System).				
Amendment text	Provision of a trial confidential reporting system began in Scotland in 1996. The Uff Inquiry into the 1997 Southall Accident gave strong endorsement to an industry-wide reporting system, which was further supported by the Rail Summit in October 1999 chaired by the then Deputy Prime Minister, Rt Hon John Prescott MP. The trials of the Confidential Incident Reporting and Analysis System (CIRAS) in Scotland were considered successful, and availability was extended to cover England and Wales in 2000. Since that time CIRAS, operated by RSSB, has come to occupy an established position within the wider rail industry. The body of safety intelligence acquired has, while preserving the anonymity of reporters, enabled lessons to be learned for wider application, for example through rules and procedural changes.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

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	**Aggregation of tolerances and allowances in gauging** 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. 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. 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. 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. For information on the application of uncertainty analysis to the infrastructure refer to RSSB project T373 (Reducing uncertainty in structure gauging) available on Spark (http://spark.rssb.co.uk). 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.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	GC/RC5521	Document issue no.	One	Document issue date	June 2001
Document title	Calculation of Enhanced Permissible Speeds for Tilting Trains				
Clause number/ Document location	Synopsis (P.1), Part B 1 Purpose (P.3), 4.3 (P.4),				
Original text	• Synopsis – It also provides a means of meeting the requirement for an assessment of the risk of roll-over in gales set out in Railway Group Standard GM/RT2142. • Part B 1 Purpose – It also provides a means of meeting the requirement for an assessment of the risk of roll-over in gales set out in Railway Group Standard GM/RT2142. (See section 4 for further details.) • 4.3 - GM/RT2142 sets out safety criteria for railway vehicles to ensure safe performance when operating under gale conditions on Railtrack controlled infrastructure. The objective is to minimise the risks of vehicle roll-over. The roll-over probabilities for passenger carrying vehicles that operate at cant deficiencies greater than 6° [approximately 150mm] or freight vehicles operating at cant deficiencies greater than 4.25° [approximately 110mm], running at their operational speeds and cant deficiencies over their proposed routes of operation are to be determined. A risk assessment is then to be carried out to ensure that the probability of roll-over is broadly acceptable. GM/RT2142 permits this requirement to be satisfied by determination of the enhanced permissible speed as detailed in GC/RT5021. This document therefore also supports GM/RT2142 in this respect.				
Reason for Amendment	The requirement for assessment of the risk of roll-over in gales has been withdrawn from GM/RT2142.				
Amendment text	Following the update of GM/RT2142 issue two to issue three, the requirement for a risk assessment of roll-over in gales has been withdrawn and therefore the above clauses of GC/RC5521 are no longer relevant.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GI/RT7016	Document issue no.	4	Document issue date	December 2010
Document title	Interface between Station Platforms, Track and Trains				
Clause number / Document location	11.2.3.2 and References				
Original text	Section 11.2.3.2: *The SRA code of practice 'Train and Station Services for Disabled Passengers' sets out requirements for the tactile surface.* Other References: *Train and Station Services for Disabled Passengers: A Code of Practice, Strategic Rail Authority, London, February 2002*				
Reason for Amendment	The Strategic Rail Authority Code of Practice has been superseded by the Department for Transport Code of Practice entitled: 'Accessible Train and Station Design for Disabled People: A Code of Practice'.				
Amendment text	Section 11.2.3.2: The Department for Transport document 'Accessible Train and Station Design for Disabled People: A Code of Practice' sets out requirements for the tactile surface. Other References: Delete: 'Train and Station Services for Disabled Passengers: A Code of Practice, Strategic Rail Authority, London, February 2002' Insert: 'Accessible Train and Station Design for Disabled People: A Code of Practice' Note: The Department for Transport Code of Practice references the document 'Guidance on the Use of Tactile Paving Surfaces' which is also published by the Department for Transport.				

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GI/RT7016	Document issue no.	4	Document issue date	December 2010
Document title	Interface between Station Platforms, Track and Trains				
Clause number / Document location	Appendix D: D.2.1.b)				
Original text	b) The provision of marked safe areas for the use of waiting passengers.				
Reason for Amendment	RSSB research (T425) has shown that although the risk associated with the train slipstream is small, the risk can have a significant effect if it is not effectively managed. Of the incidents reported (24 since 1972), the risk is mainly due to wheeled items on station platforms (pushchairs, wheelchairs, trolleys) that have been affected, but also passengers and their belongings. In the context of D.2.1.b) this could include waiting passengers and their belongings (including pushchairs, wheelchairs and luggage).				
Amendment text	b) The provision of marked safe areas for the use of waiting passengers and their belongings.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☐ Amendment	☒ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	GI/RT7016	Document issue no.	4	Document issue date	December 2010
Document title	Interface between Station Platforms, Track and Trains				
Clause number / Document location	10.3.1, 10.3.2 and 10.3.3				
Original text	Vertical plane illuminance towards an observer viewing parallel to the platform edge 10.3.1 'There shall be a minimum illuminance of 2 lux measured vertically at a point 1.0m above the platform surface and perpendicular to the platform edge.' 10.3.2 '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.' 10.3.3 '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.'				
Reason for Clarification	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.				
Clarification text					

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	GI/RT7033	Document issue no.	2	Document issue date	October 2009
Document title	Lineside Operational Safety Signs				
Clause number / Document location	Appendix C Specification of signs for the public / Sign CC09z - Instructions for use at a crossing with Miniature Red/Green Lights and User-operated Gates				
Original text					
Reason for Amendment	The word 'both' is missing at point 5 in this sign. This was an omission and is required by The Private Crossings (Signs and Barriers) Regulations 1996 – diagram 109.				
Amendment text	Instructions 1. Check that green light shows 2. Open both gates 3. Check that green light still shows 4. Cross quickly 5. Close both gates				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	GI/RT7033	Document issue no.	2	Document issue date	October 2009
Document title	Lineside Operational Safety Signs				
Clause number / Document location	Appendix A				
Original text	On signs AB01, AB02 and AB03 the figure on the left reads 500. On sign AC11 the figure on the left reads 340.				
Reason for Amendment	The total side length dimensions stated on the left and right sides of signs AB01, AB02, AB03 and AC11 are different but should be identical. The correct length is shown for each sign in all four cases on their respective right side.				
Amendment text	Sign AB01 - the arrow on the left should reach the top limit marker and the figure should read 540. Signs AB02 and AB03 - the figure on the left of the sign should read 540. Sign AC11 - the figure on the left of the sign should read 339.				

☒ Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	GIRT7033	Document issue no.	Two	Document issue date	October 2009
Document title	Lineside Operational Safety Signs				
Clause number / Document location	Synopsis (front cover of standard and rgsonline summary text)				
Original text	Synopsis This document mandates the arrangements for the management and specification of lineside operational safety signs in order to provide consistency of form and presentation throughout the network. This document contains requirements that are amended under the Railway Group Standards Code (Issue Three) as a small scale change. Reference to the amended requirements is made in the 'Issue record'. All other parts of the document are unchanged from the previous issue.				
Reason for Amendment	Some of the images in the standard have been found to be indistinct in appearance, resulting from incorrect production of the PDF. Issue three of this standard is in the process of being re-drafted. Therefore, rather than reissuing the standard, users of the document are advised to contact RSSB for clear versions of the images, as needed. This amendment is made in consideration of the associated time and cost for industry and RSSB to process and publish a revised document. Issue three of the standard will rectify the image quality.				
Amendment text	Synopsis Please note images of some signs appear indistinct in this document. Clear images of the signs are available from RSSB upon request (via enquirydesk@rssb.co.uk). Issue three of the standard, currently under development, will rectify the image quality. This document mandates the arrangements for the management and specification of lineside operational safety signs in order to provide consistency of form and presentation throughout the network. This document contains requirements that are amended under the Railway Group Standards Code (Issue Three) as a small scale change. Reference to the amended requirements are made in the 'Issue record'. All other parts of the document are unchanged from the previous issue.				

☒ Amendment	☐ Clarification	(For definitions see the Standards Manual - Part 2)			
Document number	RIS-7702-INS	Document issue no.	One	Document issue date	June 2013
Document title	Rail Industry Standard for Lighting at Stations				
Clause number/ Document location	Appendix D				
Original text	N/A				
Reason for Amendment	With the revision of GI/RT7016 to issue 5, it was decided that the guidance on the risk assessment to consider transition from sunlit areas to artificially illuminated areas at stations and vice versa would be more useful if added to RIS-7702-INS.				

Amendment text

Appendix D Risk Assessment to Consider Transition from Sunlit Areas to Artificially Illuminated Areas at Stations and Vice Versa

D.1 Risk assessment to determine actions

D.1.1 A risk assessment to consider transition from sunlit areas to artificially illuminated areas and vice versa should be made for any new station, or significant changes to the illumination in an existing station. The risk assessment should consider the following factors:

a) Train approach speeds.

b) Length of platform to buffers.

c) The specific driver tasks at this location.

d) Luminance of surroundings on the approach to and at station platforms and implications on driver visual acuity.

e) Light sources (including sunlight) in the field of view of the driver, where the field of view accounts for:

i) Variations in sitting eye heights of the user population and impacts upon these of the height adjustability range and position of seating within the drivers cab.

ii) Impact of cab structure on lines of sight out of the drivers cab.

f) Potential for orientation of the sun relative to the approach to station platforms to cause direct or reflected glare.

g) Any supplementary hazards for the particular location.

D.2 Mitigation measures to be considered

D.2.1 Where the risk assessment at the particular station indicates the need, consideration should be given to:

a) The means of creating a more uniform distribution of lighting levels throughout the station approach and the platform length through

provision of enhanced lighting at the approach tracks to the station or reducing lighting levels at stations that excessively exceed the ambient levels.

b) Provision of baffles over the approach tracks at decreasing spacings and/or increasing depth as the station is approached to alleviate the sharp transition.

D.2.2 The above list is not exhaustive. Any arrangements adopted should be reviewed after implementation to assess their effectiveness.

D.2.3 Specular reflection of the sun on shiny and wet surfaces and into drivers' eyes at the entrance to stations should be minimised.

Figure D1 Drivers line of sight

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GE/RT8000 /TW5 ERTMS	Document issue number	1	Document issue date	07/12/2013 (in-force 07/12/2013)
Document title	Preparation and movement of trains on ERTMS lines. Defective or isolated vehicles and on-train equipment				
Clause number/ Document location	24.1				

Original text

24.1 Entering service

Defective GSM-R radio

driver, signaller, train preparer

A train or traction unit must not enter service with defective GSM-R radio in any driving cab that will be used, unless the driver has been provided with operational transportable or portable radio equipment.

Alternative arrangements for any defective radio

driver

A train can enter service (but not passenger service) without an operative radio in the cab to be used to travel to a maintenance depot for repair as long as you:

- tell the signaller
- have permission from the train operator's control
- have given the signaller the number of an operative mobile telephone that the driver has in the cab.

signaller

Before the train passes into another signaller's area, you must give the telephone number to the next signaller.

Reason for Amendment

This clause has been amended, deleting the 'Alternative arrangements for any defective radio' section, which is indicated by a black margin bar below. This follows notification from industry, principally the Train Operating Company community, that the use of mobile phones in driving cabs is contrary to many individual companies' policy on the use of mobile phones. Therefore the references to the use of mobile phones as a means of emergency communication during a train radio failure have been removed.

Amendment text

24.1 Entering service

Defective GSM-R radio

driver, signaller, train preparer

A train or traction unit must not enter service with defective GSM-R radio in any driving cab that will be used, unless the driver has been provided with operational transportable or portable radio equipment.

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GE/RT8000 /TW5 ERTMS	Document issue number	1	Document issue date	07/12/2013 (in-force 07/12/2013)
Document title	Preparation and movement of trains on ERTMS lines. Defective or isolated vehicles and on-train equipment				
Clause number/ Document location	24.2				

Original text

24.2 When in service

If the fixed radio equipment becomes defective on a train which is in service, you must: **driver, signaller**

- tell the signaller at the first convenient opportunity
- not move the train until instructed to do so
- carry out the instructions given.

The train can stay in service as long as an operative transportable, or portable radio has been provided in the cab to be used.

If an alternative radio is not available, you must not make any further movement unless you have given the signaller the number of an operative mobile telephone that you have in the cab. **driver**

Before the train passes into another signaller's area, you must give the telephone number to the next signaller. **signaller**

Reason for Amendment

This clause has been amended, deleting the last two paragraphs, which is indicated by a black margin bar below. This follows notification from industry, principally the Train Operating Company community, that the use of mobile phones in driving cabs is contrary to many individual companies' policy on the use of mobile phones. Therefore the references to the use of mobile phones as a means of emergency communication during a train radio failure have been removed.

Amendment text

24.2 When in service

If the fixed radio equipment becomes defective on a train which is in service, you must: **driver**

- tell the signaller at the first convenient opportunity
- not move the train until instructed to do so
- carry out the instructions given.

The train can stay in service as long as an operative transportable, or portable radio has been provided in the cab to be used.

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GE/RT8000 /TW5	Document issue number	4	Document issue date	**07/09/2013** (in-force 07/12/2013)
Document title	Preparation and movement of trains. Defective or isolated vehicles and on-train equipment				
Clause number/ Document location	24.1				

Original text

24.1 Entering service

Defective GSM-R radio

driver, signaller, train preparer

A train or traction unit must not enter service with a defective radio, unless the train or traction unit:

- is fitted with an operative CSR radio in any driving cab required to be used, and only runs over routes fitted with CSR
- is fitted with an operative NRN radio in any driving cab required to be used, only runs over routes fitted with NRN and will not operate in DO passenger service
- has been provided with operative transportable, or portable radio equipment in the cab to be used.

Defective CSR radio

A train or traction unit must not enter service with a defective radio, unless the train or traction unit:

- is fitted with an operative GSM-R radio in any driving cab required to be used, and only runs over routes fitted with GSM-R
- is fitted with an operative NRN radio in any driving cab required to be used, only runs over routes fitted with NRN, and will not operate in DO passenger service
- has been provided with operative transportable, or portable radio equipment in the cab to be used.

	Defective NRN radio A train or traction unit must not enter service with a defective radio, unless the train or traction unit: — **driver, signaller, train preparer** • is fitted with an operative GSM-R radio in any driving cab required to be used, and only runs over routes fitted with GSM-R, or • is fitted with an operative CSR radio in any driving cab required to be used, and only runs over routes fitted with CSR, or • has been provided with operative transportable, or portable radio equipment in the cab to be used. **Alternative arrangements for any defective radio** A train can enter service (but not passenger service) without an operative radio in the cab to be used to travel to a maintenance depot for repair as long as you: — **driver** • tell the signaller • have permission from the train operator's control • have given the signaller the number of an operative mobile telephone that you have in the cab. Before the train passes into another signaller's area, you must give the telephone number to the next signaller. — **signaller**
Reason for Amendment	This clause has been amended, deleting the 'Alternative arrangements for any defective radio' section, which is indicated by a black margin bar below. This follows notification from industry, principally the Train Operating Company community, that the use of mobile phones in driving cabs is contrary to many individual companies' policy on the use of mobile phones. Therefore the references to the use of mobile phones as a means of emergency communication during a train radio failure have been removed.

Amendment text

24.1 Entering service

Defective GSM-R radio

driver, signaller, train preparer

A train or traction unit must not enter service with a defective radio, unless the train or traction unit:

- is fitted with an operative CSR radio in any driving cab required to be used, and only runs over routes fitted with CSR
- is fitted with an operative NRN radio in any driving cab required to be used, only runs over routes fitted with NRN and will not operate in DO passenger service
- has been provided with operative transportable, or portable radio equipment in the cab to be used.

Defective CSR radio

A train or traction unit must not enter service with a defective radio, unless the train or traction unit:

- is fitted with an operative GSM-R radio in any driving cab required to be used, and only runs over routes fitted with GSM-R
- is fitted with an operative NRN radio in any driving cab required to be used, only runs over routes fitted with NRN, and will not operate in DO passenger service
- has been provided with operative transportable, or portable radio equipment in the cab to be used.

Defective NRN radio

driver, signaller, train preparer

A train or traction unit must not enter service with a defective radio, unless the train or traction unit:

- is fitted with an operative GSM-R radio in any driving cab required to be used, and only runs over routes fitted with GSM-R, or
- is fitted with an operative CSR radio in any driving cab required to be used, and only runs over routes fitted with CSR, or
- has been provided with operative transportable, or portable radio equipment in the cab to be used.

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification
(For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)

Document number	GE/RT8000 /TW5	Document issue number	4	Document issue date	07/09/2013 (in-force 07/12/2013)
Document title	Preparation and movement of trains. Defective or isolated vehicles and on-train equipment				
Clause number/ Document location	24.2				

Original text

24.2 When in service

driver

If the fixed radio equipment becomes defective on a train which is in service, you must:

- tell the signaller at the first convenient opportunity
- not move the train until instructed to do so
- carry out the instructions given.

The train can stay in service as long as one of the following applies.

- It has an operative GSM-R radio in any driving cab required to be used and only runs over routes fitted with GSM-R.
- It has an operative CSR radio in any driving cab required to be used and only runs over routes fitted with CSR.
- The train will not operate in DO passenger service, has an operative NRN radio in any driving cab required to be used, and only runs over routes fitted with NRN.
- An operative transportable, or portable radio has been provided in the cab to be used.

If an alternative radio system is not available, the train must not make any further movement unless you have given the signaller the number of an operative mobile telephone that you have in the cab.

signaller

Before the train passes into another signaller's area, you must give the telephone number to the next signaller.

Reason for Amendment

This clause has been amended, deleting the last two paragraphs, which is indicated by a black margin bar below. This follows notification from industry, principally the Train Operating Company community, that the use of mobile phones in driving cabs is contrary to many individual companies' policy on the use of mobile phones. Therefore the references to the use of mobile phones as a means of emergency communication during a train radio failure have been removed.

Amendment text	**24.2 When in service** If the fixed radio equipment becomes defective on a train which is in service, you must: **driver** • tell the signaller at the first convenient opportunity • not move the train until instructed to do so • carry out the instructions given. The train can stay in service as long as one of the following applies. • It has an operative GSM-R radio in any driving cab required to be used and only runs over routes fitted with GSM-R. • It has an operative CSR radio in any driving cab required to be used and only runs over routes fitted with CSR. • The train will not operate in DO passenger service, has an operative NRN radio in any driving cab required to be used, and only runs over routes fitted with NRN. • An operative transportable, or portable radio has been provided in the cab to be used.

☒ Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	GE/RT8006	Document issue no.	2	Document issue date	September 2010
Document title	Assessment of Compatibility of Rail Vehicle Weights and Underline Bridges				
Clause number / Document location	Section B.3 Design mass under exceptional load, section B.3.9				
Original text	BS EN 5663:2009 states that *'The standing area is calculated with tip up seats and folding tables in closed position;.* Tip up seats should be treated as if they were not occupied by seated passengers, but that the space they would have occupied is part of the standing area, subject to standing passenger loading.				
Reason for Amendment	BS EN reference number given is incorrect.				
Amendment text	The BS EN reference number should be: BS EN 15663:2009				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification (For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)					
Document number	GE/RT8014	Document issue number	Two	Document issue date	June 2011
Document title	Axlebox Condition Monitoring - Hot Axlebox Detection				
Clause number/ Document location	5.2.3.2				
Original text	The requirements in the document are not applicable to the following types of vehicles: a) On-track plant. b) Steam locomotives as defined in GM/RT2003.				
Reason for Amendment	GM/RT2400 has been revised to align it with BS EN 14033 series, Railway applications - Track - Railbound construction and maintenance machines and to include more up-to-date requirements. On-track machines are therefore excluded from the scope of GE/RT8014 from 07 December 2013 as, from that date, on-track machines will be required to comply with GM/RT2400 Issue Five.				
Amendment text	The requirements in the document are not applicable to the following types of vehicles: a) On-track plant. b) Steam locomotives as defined in GM/RT2003. c) On-track machines.				

☒ Amendment ☐ Clarification (For information about amendments and clarifications see Issue Three of the Standards Manual, at 15.2)					
Document number	GE/RT8015	Document issue number	One	Document issue date	October 2002
Document title	Electromagnetic Compatibility between Railway Infrastructure and Trains				
Clause number/ Document location	B2.3.1 General				
Original text	The requirements of this document are applicable to all rail vehicles intended to operate on Railtrack controlled infrastructure, except for vehicles which are permitted to be on Railtrack controlled infrastructure only within possessions.				
Reason for Amendment	GM/RT2400 has been revised to align it with BS EN 14033 series, Railway applications - Track - Railbound construction and maintenance machines and to include more up-to-date requirements. On-track machines are therefore excluded from the scope of GE/RT8015 from 07 December 2013 as, from that date, on-track machines will be required to comply with GM/RT2400 Issue Five.				
Amendment text	The requirements of this document are applicable to all rail vehicles, except on-track machines and on-track plant, intended to operate on Railtrack controlled infrastructure.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☐ Amendment ☒ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GE/RT8025	Document issue no.	1	Document issue date	October 2001
Document title	Electrical Protective Provisions for Electrified Lines				
Clause number / Document location	All references to BS EN 50122-1				
Original text	All references to: “BS EN 50122-1”				
Reason for Clarification	A new revision of BS EN 50122-1 has been issued, BS EN 50122-1:2011 and the clauses referenced have changed in the new version. Revised Railway group standards GE/RT8096 (a.c. systems) and GE/RT8096 (d.c. systems) are being drafted and will reflect the requirements of BS EN 50122-1:2011.				
Clarification text	All references to: “BS EN 50122-1” to be considered as a reference to “BS EN 50122-1:1998”				

☐ Amendment ☒ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GE/RT8026	Document issue no.	1	Document issue date	December 2000
Document title	Safety Requirements for Cab Signalling Systems				
Clause number / Document location	9.3.12				
Original text	9.3.12 Operational Availability of Displays in Multi-Cab Trains It shall not be possible for the driver’s MMI in more than one driving cab on a train to be operational at any one time.				
Reason for Clarification	As written, clause 9.3.12 is in conflict with the ETCS SRS (Chapter 4) mandated by the CCS TSIs, which requires more than one driver’s MMI to be operational in a train when one or more traction units are operating, for instance in Non Leading mode. Also, when performing certain operations, such as shunting and, in particular, coupling two trains, there may be momentary circumstances where more than one driver’s MMI can be operational. “Operational” in this context refers to use when driving, it does not refer to whether the driver’s MMI is functional.				
Clarification	Clause 9.3.12 does not apply when an ETCS-fitted non-leading traction unit is operating in ETCS non-leading (NL) mode and supervision is being provided by another traction unit in the train consist. The words “at any one time” in clause 9.3.12 should be interpreted as excluding momentary circumstances where more than one driver’s MMI may be operational, for example when performing shunting operations such as coupling two trains. “Operational” in this context refers to use when driving, it does not refer to whether the driver’s MMI is functional.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

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

☒ Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document numbers	GE/RT8060 GE/GN8560	Document issue nos.	2 1	Documents issue date	05 June 2010
Document titles	Engineering Requirements for Dispatch of Trains from Platforms Guidance on Engineering Requirements for Dispatch of Trains from Platforms				
Clause number / Document location	2.3.1.4, 2.4.1.4, 2.4.3.4 and the Definitions and abbreviations sections of both the Railway Group Standard and the Guidance Note.				
Original text	2.3.1.4 The size, location and orientation of the mirrors shall be such that the driver is able to see the required image. The tolerance for achieving this shall be for trains stopped in the range ± 1.0 m from the marked train stop location. 2.4.1.4 The size, location and orientation of the monitors shall be such that the driver or staff involved in train working is able to see the required image. The tolerance for achieving this shall be ± 1.0 m from the marked train stop location. 2.4.3.4 The optical properties of the system shall be capable of transmitting a faithful rendition of the viewed area.				
Reason for Amendment	The consistency between the documents RIS-3703-TOM issue one, Rail Industry Standard for Passenger Train Dispatch and Platform Safety Measures, and GE/RT8060 and GE/GN8560 was reviewed in the 12 month review of GE/RT8060 issue two and GE/GN8560 issue one. Amendments to GE/RT8060 and its associated guidance note (GE/GN8560) were identified to replace the terms '*required image'* and '*viewed area'* with '*dispatch corridor'* and cross reference a definition of dispatch corridor to RIS-3703-TOM. The amendment was approved by CCS SC on 22 September 2011.				
Amendment text	2.3.1.4 The size, location and orientation of the mirrors shall be such that the driver is able to see the dispatch corridor. The tolerance for achieving this shall be for trains stopped in the range ± 1.0 m from the marked train stop location. 2.4.1.4 The size, location and orientation of the monitors shall be such that the driver or staff involved in train working is able to see the dispatch corridor. The tolerance for achieving this shall be ± 1.0 m from the marked train stop location. 2.4.3.4 The optical properties of the system shall be capable of transmitting a faithful rendition of the dispatch corridor. Addition to Definitions and abbreviations sections: Dispatch corridor The corridor of space that must be visible in order to perform the train safety check (as set out in 2.2.1 of RIS-3703-TOM).				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GE/RT8064	Document issue no.	One	Document issue date	April 2003
Document title	European Train Control System: The Management of Packet 44				
Clause number / Document location	B4.1.1 (last clause – being the last paragraph)				
Original text	A Railway Group member with a use for packet 44 that is exclusive to its own needs (for example surveying points, depot functions) as set out in section B2.3.2 is able to apply to the UIC for another value of the parameter NID_XUSER.				
Reason for Amendment	The process to obtain new values of NID_XUSER is superseded by GE/RT8072, issue one, ERTMS National Identities Management which is published 03 March 2012 and comes into force 01 December 2012. GE/RT8072, issue one, clause 2.2.1 requires that the user now applies to the ERTMS National Identities Coordinator to request the allocation of new values.				
Amendment	The last paragraph of B4.1.1 is deleted, as of 01 December 2012 when GE/RT8072 issue one comes into force.				

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GE/RT8072	Document issue no.	1	Document issue date	March 2012
Document title	ERTMS National Identities Management				
Clause number / Document location	Clause 1.2.2.1				
Original text	The ERTMS National Identities set within the scope of this document include, as a minimum, the following ERTMS variables: NID_C, NID_BG, NID_ENGINE, NID_MN, NID_KMC, NID_RADIO, NID_RBC, NID_LOOP, NID_RIU, NID_STM and NID_XUSER.				
Reason for Amendment	Error, NID_ENGINE management arrangements changed during development of the standards package and this was not reflected in the scope. It is, however clearly explained in clause GN9 of associated guidance note GE/GN8672.				
Amendment text	The ERTMS National Identities set within the scope of this document include, as a minimum, the following ERTMS variables: NID_C, NID_BG, NID_MN, NID_KMC, NID_RADIO, NID_RBC, NID_LOOP, NID_RIU, NID_STM and NID_XUSER.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GE/RT8217	Document issue no.	3	Document issue date	December 2009
Document title	Introduction and Use of Axle Counters - Managing the Risk				
Clause number / Document location	Section 1.2.3.1 and 'References'				
Original text	Section 1.2.3.1: GK/RT0011 Train Detection and GK/RT0217 Technical Requirements for Axle Counters ' References': GK/RT0011 Train Detection and GK/RT0217 Technical Requirements for Axle Counters				
Reason for Amendment	At the 12 month review of the document, it was noted that references to GK/RT0011 Train Detection and GK/RT0217 Technical Requirements for Axle Counters (in Section 1.2.3.1 and under 'References') needed to be replaced by GK/RT0028 Infrastructure Based Train Detection Interface Requirements.				
Amendment text	Section 1.2.3.1: GK/RT0028 Infrastructure Based Train Detection Interface Requirements ' References': GK/RT0028 Infrastructure Based Train Detection Interface Requirements				

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	The second sentence of the clause is 'This is especially important where common systems such as AWS and TPWS are involved.' Following the introduction of ETCS and GSM-R, these systems should be classed as 'common systems' for the purposes of this clause.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

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	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. The relevant sections of the Guide are Section B6 of Part 1 and Section B6 of Part 2 (Escalation of safety concerns). Section B6 of Part 1 states: '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.' 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).				

☒ Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	GE/GN8578	Document issue no.	2	Document issue date	September 2011
Document title	Guidance on the Use of Satellite Navigation				
Clause number / Document location	Issue record / Comments				
Original text	Small scale change amendment to include new section 6.4.2.9, and change to colour coding in Figure 3. Also, new Appendix D – Locator Interface Specification				
Reason for Amendment	Further Clarification				
Amendment text	Small scale change amendment to include, changes in section 6.4.2.8 and new section 6.4.2.9, and change to colour coding in Figure 3. Also, new Appendix D – Locator Interface Specification				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

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

☒ Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	GE/GN8672	Document issue no.	1	Document issue date	March 2012
Document title	Guidance on ERTMS National Identities Management				
Clause number / Document location	Clause 1.1.4, Clause 1.2.1, Clause 1.1.5, Clause 1.1.6 and Clause 1.1.7				
Original text	1.1.4 The GB ERTMS National Identities set within the scope of GE/RT8072 include the following ERTMS variables: NID_C, NID_BG, NID_ENGINE, NID_MN, NID_KMC, NID_RADIO, NID_RBC, NID_LOOP, NID_RIU, NID_STM and NID_XUSER. 1.2.1 The requirements in GE/RT8072 apply to any new ERTMS National Identities that might be introduced in the future. 1.1.5 Subset-054 sets out the European Railway Agency process for the management of variables. The version cited in legislation at the time of publication of this Guidance Note is v2.0.0, but later versions are known to exist (up to at least v2.0.6 and possibly v2.1.0). 1.1.6 ERA_ERTMS_040001 sets out the ranges of values allocated in accordance with Subset-054. 1.1.7 Subset-054 and ERA_ERTMS_040001 set out the following additional variables: M_LOADINGGAUGE, M_TRACTION, NC_TRAIN, Q_TEXT which are not included in the scope of this document because they are not national identities.				
Reason for Amendment	The clause numbering is incorrect and needs to be amended.				
Amendment text	1.2.1 The GB ERTMS National Identities set within the scope of GE/RT8072 include the following ERTMS variables: NID_C, NID_BG, NID_ENGINE, NID_MN, NID_KMC, NID_RADIO, NID_RBC, NID_LOOP, NID_RIU, NID_STM and NID_XUSER. 1.2.2 The requirements in GE/RT8072 apply to any new ERTMS National Identities that might be introduced in the future. 1.2.3 Subset-054 sets out the European Railway Agency process for the management of variables. The version cited in legislation at the time of publication of this Guidance Note is v2.0.0, but later versions are known to exist (up to at least v2.0.6 and possibly v2.1.0). 1.2.4 ERA_ERTMS_040001 sets out the ranges of values allocated in accordance with Subset-054. 1.2.5 Subset-054 and ERA_ERTMS_040001 set out the following additional variables: M_LOADINGGAUGE, M_TRACTION, NC_TRAIN, Q_TEXT which are not included in the scope of this document because they are not national identities.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	GE/GN8672	Document issue no.	1	Document issue date	March 2012
Document title	Guidance on ERTMS National Identities Management				
Clause number / Document location	Existing clause number 1.1.4 (Note: Amendment 8672 Iss 1 AM001 corrects this clause number to read 1.2.1).				
Original text	The ERTMS National Identities set within the scope of this document include, as a minimum, the following ERTMS variables: NID_C, NID_BG, NID_ENGINE, NID_MN, NID_KMC, NID_RADIO, NID_RBC, NID_LOOP, NID_RIU, NID_STM and NID_XUSER.				
Reason for Amendment	Error, NID_ENGINE management arrangements changed during development of the standards package and this was not reflected in the scope. It is, however clearly explained in clause GN9 of this guidance note.				
Amendment text	The ERTMS National Identities set within the scope of this document include, as a minimum, the following ERTMS variables: NID_C, NID_BG, NID_MN, NID_KMC, NID_RADIO, NID_RBC, NID_LOOP, NID_RIU, NID_STM and NID_XUSER.				

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Document Titles and Descriptions

Control Command and Signalling 2
Plant 9
Rolling Stock 10
Infrastructure 20
Traffic Operation and Management 23
Energy 45

RAILWAY GROUP STANDARDS

BR1654 Iss 2 December 1986 (W)
Radio Electronic Token Block System
This specification describes the general requirements of the radio and associated equipment to be employed on British Rail Repeater Based Band III Radio Electronic Token Block Systems.

GERT8012 Iss 1 December 1999 (A)
Controlling the Speed of Tilting Trains through Curves
This document mandates the means by which Tilting Trains may be operated at higher speeds than non-tilting trains around curves.

GERT8015 Iss 1 October 2002 (A)
Electromagnetic Compatibility between Railway Infrastructure and Trains
This document mandates requirements for the management of electromagnetic compatibility between railway infrastructure and trains. It also mandates the processes to enable compatibility between infrastructure and trains to be demonstrated in order to meet the requirements of route acceptance.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GERT8018 Iss 2 September 2012 (A)
Mechanical Trainstop System Interface
This document details the track / train interface requirements for mechanical trainstop systems. GERT8018 issue two which has been up-issued following completion of the filtering process that identifies that a number of measures are out of scope of the Railway Group Standards Code and therefore have been withdrawn.

GERT8019 Iss 1 April 2000 (A)
Tilting Trains: Controlling Tilt Systems to Maintain Clearances
This document mandates the means by which Tilting Trains are permitted to utilise the tilt mechanism over routes, parts of which contain sections where tilting is prohibited due to clearance limitations.

GERT8026 Iss 1 December 2000 (A)
Safety Requirements for Cab Signalling Systems
This document defines the Safety Requirements for the provision and use of Rail Traffic Management and Control Systems which make use of Cab Signalling.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GERT8034 Iss 2 September 2013 (A)
Maintenance of Signal and Operational Sign Visibility
This document mandates the requirements necessary to ensure that the visibility and alignment of signals and operational signs that perform the function of signals, are not adversely affected during the life of the equipment.

GERT8037 Iss 1 December 2003 (W)
Signal Positioning and Visibility
This document mandates the requirements for positioning signals and indicators to ensure adequate viewing and clarity of meaning for drivers.

GERT8048 Iss 2 September 2013 (A)
Positioning of Lineside Telephones
This document mandates the requirements for assessing the positioning of lineside operational telephones and the provision of information labels.

GERT8060 Iss 2 June 2010 (A)
Engineering Requirements for Dispatch of Trains from Platforms
This document mandates the minimum engineering requirements for the facilities used in dispatching trains from platforms.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GERT8064 Iss 1 April 2003 (A)
European Train Control System: The Management of Packet 44
This document mandates the manner in which the packet 44 of the European Train Control System data protocol shall be managed to ensure safety and interworking.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GERT8071 Iss 2 December 2011 (A)
Proceed-on-Sight Authorities
This document mandates the requirements for the degraded mode signalling facility, known as a Proceed-on-Sight Authority (PoSA).

GERT8072 Iss 1 March 2012 (A)
ERTMS National Identities Management
This document mandates requirements for arrangements for the management of the ERTMS National Identities on the mainline railway.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GERT8075 Iss 1 September 2013 (B)
AWS and TPWS Interface Requirements
This document defines the track / train and driver / machine interface requirements for the Automatic Warning System (AWS) and the Train Protection and Warning System (TPWS).

GERT8106 Iss 2 December 2011 (A)
Management of Safety Related Control, Command and Signalling (CCS) System Failures
Small scale change.
This standard mandates the requirements to ensure that information relating to safety related failures of the control, command and signalling (CCS) system is shared and made available to infrastructure managers and railway undertakings.

GERT8402 Iss 1 March 2012 (A)
ERTMS/ETCS DMI National Requirements
This document mandates requirements for ERTMS / ETCS Driver Machine Interface (DMI) equipment if a speed display in miles per hour is required and / or alphanumeric train running number entry is required.

GERT8403 Iss 1 December 2011 (A)
ERTMS Key Management
This document mandates requirements for the management of cryptographic keys on the mainline railway to facilitate secure ERTMS data radio communication. ERTMS exchanges information between trackside equipment and trains and vice versa in the form of data messages. When radio is used for these data messages a secure connection is required, and corresponding keys must be available on either side of the connection.

GERT8408 Iss 1 March 2012
ERTMS / ETCS National Values
This document mandates requirements for a process to determine or revise a set of values of ERTMS / ETCS National Values.

GIRT7006 Iss 1 December 2000 (A)
Prevention and Mitigation of Overruns - Risk Assessment
This document defines the requirements for risk assessment of the design and operational use of track and signalling, so as to control the risks associated with trains exceeding the end of their movement authority.

GIRT7033 Iss 2 October 2009 (W)
Lineside Operational Safety Signs
This document mandates the arrangements for the management and specification of lineside operational safety signs in order to provide consistency of form and presentation throughout the network.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GKRT0009 Iss 4 June 2011 (A)
Identification of Signalling and Related Equipment
This document defines the principles for ensuring that signalling and related assets are uniquely identified.

GKRT0028 Iss 1 April 2010 (A)
Infrastructure Based Train Detection Interface Requirements
This document mandates the interface requirements to ensure that train detection systems provide the signalling system with adequate information regarding the position and movement of trains to permit safe control of the railway.

GKRT0036 Iss 2 September 2011 (A)
Transitions Between Signalling Systems
This document mandates the requirements for managing the transition between running lines signalled with lineside signals conforming to Railway Group Standards, and lines signalled using other signalling principles.

GKRT0044 Iss 2 June 2013 (A)
Permissive Working
This document defines the requirements associated with signalling a second train onto a section of railway line which is already occupied by a train.

GKRT0045 Iss 3 December 2012 (B)
Lineside Signals, Indicators and Layout of Signals
Small scale change. This document defines the format, presentation and layout of lineside signalling equipment that is used to display movement authority information to infrastructure managers operating stations, and railway undertaking personnel.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GKRT0053 Iss 1 December 2011 (A)
Control of Unwanted Voltages on Telecommunications Equipment at Stations
This document mandates requirements for the control of unwanted voltages on telecommunications equipment at stations.

GKRT0055 Iss 1 September 2013 (A)
Block System Interface Requirements
This document mandates the requirements for block system interfaces between signalling infrastructure and railway operations.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GKRT0075 Iss 2 September 2011 (B)
Lineside Signal Spacing and Speed Signage
This document specifies the minimum distances that must be provided between the first cautionary aspect and the stop signal to which it applies. In addition, it addresses the signing for permissible speeds and speed restrictions.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GKRT0077 Iss 1 September 2013 (A)
Ground Frames and Shunters' Releases
This document mandates the interface requirements for ground frames and shunters' releases that may be operated by railway undertaking personnel.

GKRT0094 Iss 1 March 2013 (B)
Train Voice Radio Systems
This document sets out the mandatory requirements for the application of train voice radio systems, specifically interface requirements for the infrastructure manager and the railway undertakings.

GKRT0192 Iss 2 December 2012 (A)
Level Crossing Interface Requirements
Small scale change. This document mandates the control, command and signalling requirements for level crossing equipment, so that level crossing functionality is compatible with infrastructure manager operations at stations and railway undertaking operations.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GKRT0212 Iss 1 August 2007 (A)
Signalling Lockout Systems to Protect Railway Undertaking Personnel
This document mandates the technical parameters that apply to signalling lockout systems provided for railway undertaking personnel to use.

TDGEN096 Iss 1 January 1992 (A)
Telecommunications Requirements for General & Emergency Use at Sub Surface Stations
This Directive forms a Code of Practice describing the minimum mandatory facilities which should be installed to fully comply with the Fennell recommendations and Fire Precautions (Sub Surface Railway Stations) Regulation 1989.

RAIL INDUSTRY STANDARDS

RIS-0340-CCS Iss 1 September 2010 (B)
Rail Industry Standard for Onboard ETCS
This document is intended to be used by rolling stock owners and operators to assist procurement of the ETCS onboard equipment, and by suppliers in pre-empting the likely demands of GB railway undertakings in their product offerings. This document, or the relevant requirements within it, may also be used in the procurement of ETCS onboard equipment and it has been derived in conjunction with the requirements of version 2.3.0 of the ERTMS Class 1 Specifications. Furthermore, this document includes functional and non-functional requirements for the ETCS onboard equipment on vehicles to be operated in Great Britain (GB) which do not constrain or drive infrastructure functionality, and do not relate to the operation of existing national safety systems.

RIS-0794-CCS Iss 1 March 2013 (B)
Rail Industry Standard for GSM-R Train Voice Radio
This Railway Industry Standard (RIS) provides requirements and guidance for GSM-R train voice radio, for the rail industry to adopt if they so choose. It supports railway undertakings by capturing single duty holder requirements relating to the design of train voice radio systems, and is associated with the Railway Group Standard (RGS) GKRT0094 and Guidance Note (GN) GKGN0694 for Train Voice Radio Systems.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

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CODES OF PRACTICE

GERC8517 Iss 1 June 2001 (A)
Recommendations for Systems for the Supervision of Enhanced Permissible Speeds and Tilt Enable
This document supports GERT8012 and GERT8019. It recommends principles to apply to satisfy the requirements mandated by these two standards.

GUIDANCE NOTES

GEGN8526 Iss 1 December 2000 (B)
Guidance on Safety Requirements for Cab Signalling Systems
This document provides guidance on meeting the requirements of Railway Group Standard GERT8026.

GEGN8537 Iss 1 December 2003 (B)
Guidance on Signal Positioning and Visibility
This document provides guidance on the requirements for positioning signals and indicators to ensure adequate viewing and clarity of meaning for drivers.

GEGN8560 Iss 1 June 2010 (A)
Guidance on Engineering Requirements for Dispatch of Trains from Platforms
This document gives guidance on interpreting the requirements of Railway Group Standard GERT8060.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GEGN8571 Iss 2 December 2011 (A)
Guidance on Proceed-on-Sight Authorities
This document gives guidance on interpreting the requirements of Railway Group Standard GERT8071 issue two, Proceed-on-Sight Authorities. It does not constitute a recommended method of meeting any set of mandatory requirements.

GEGN8578 Iss 2 September 2011 (C)
Guidance on the Use of Satellite Navigation
This document sets out good practice on the specification, purchase, implementation and installation of satellite navigation technology in support of train position reporting applications. This guidance is provided for the use of train operators, train builders and service providers.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GEGN8579 Iss 1 June 2008 (B)
Guidance on Digital Wireless Technology for Train Operators
This document sets out good practice on the specification, purchase, implementation and installation of data communications technology in support of broadband applications on the UK railways. Deployment of high-speed data communications and its use on the railways is the main focus of this guidance note. The guidance provided is for the use of train operators, infrastructure providers, train builders and communications service providers.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GEGN8602 Iss 1 March 2012 (A)
Guidance on ERTMS / ETCS DMI National Requirements
This document provides guidance on GERT8402 ERTMS / ETCS DMI National Requirements, which mandates requirements for ERTMS / ETCS Driver Machine Interface (DMI) equipment if a speed display in miles per hour is required and / or alphanumeric train running number entry is required.

GEGN8603 Iss 1 December 2011 (A)
Guidance on ERTMS Key Management
This document provides guidance on GERT8403 ERTMS Key Management, which mandates requirements for the management of cryptographic keys on the mainline railway to facilitate secure ERTMS data radio communication. ERTMS exchanges information between trackside equipment and trains and vice versa in the form of data messages. When radio is used for these data messages a secure connection is required, and corresponding keys must be available on either side of the connection.

GEGN8605 Iss 1 February 2010 (A)
ETCS System Description
This document describes the system architecture and behaviour of the European Train Control System (ETCS) as it will be implemented in Great Britain (GB).

GEGN8608 Iss 1 March 2012 (A)
Guidance on ERTMS / ETCS National Values
This document provides guidance on GERT8408 ERTMS / ETCS National Values, which mandates requirements for a process to determine or revise a set of values of ERTMS / ETCS National Values.

GEGN8618 Iss 1 September 2012 (A)
Guidance on Mechanical Trainstop System
This document gives guidance on GERT8018 issue two which has been up-issued following completion of the filtering process that identifies that a number of measures are out of scope of the Railway Group Standards Code and therefore have been withdrawn.

GEGN8634 Iss 1 September 2013 (A)
Guidance on Maintenance of Signal and Operational Sign Visibility
This document gives guidance on interpreting the requirements of Railway Group Standard GERT8034 Iss 2 - Maintenance of Signal and Operational Sign Visibility. It does not constitute a recommended method of meeting any set of mandatory requirements.

NEW
GEGN8640 Iss 1 June 2014 (A)
Guidance on Planning an Application of the Common Safety Method on Risk Evaluation and Assessment
This guidance was developed as part of the RSSB research project T955 and provides guidance on the application of the Common Safety Method on Risk Evaluation and Assessment required by Commission Regulation (EC) No 352/2009. This guidance is intended to assist infrastructure managers (IMs) and railway undertakings (RUs) plan an application of the process.
Document comes into force June 2014.

NEW
GEGN8641 Iss 1 June 2014 (A)
Guidance on System Definition
This guidance was developed as part of the RSSB research project T955 and provides guidance on the application of the Common Safety Method on Risk Evaluation and Assessment required by Commission Regulation (EC) No 352/2009. This guidance is intended to assist infrastructure managers (IMs) and railway undertakings (RUs) in undertaking system definition.
Document comes into force June 2014.

SUPERSEDED
GEGN8642 Iss 1 September 2012 (A)
Guidance on Identifying Hazards and Assessing Risk
GEGN8642 issue one provides guidance on identifying hazards and assessing risk and is intended to assist organisations involved in the GB mainline railway system in understanding their responsibilities in these areas.
Superseded by GEGN8642 Iss 2. Document ceases to be in force from June 2014.

NEW
GEGN8642 Iss 2 June 2014 (A)
Guidance on Hazard Identification and Classification
This guidance was developed as part of the RSSB research project T955 and provides guidance on the application of the Common Safety Method on Risk Evaluation and Assessment required by Commission Regulation (EC) No 352/2009. This guidance is intended to assist infrastructure managers (IMs) and railway undertakings (RUs) in hazard identification and classification.
Supersedes GEGN8642 Iss 1. Document comes into force June 2014.

SUPERSEDED
GEGN8643 Iss 1 September 2012 (A)
Guidance on Reducing Risk
GEGN8643 issue one provides guidance on reducing risk and is intended to assist organisations involved in the GB mainline railway system in understanding their responsibilities in this area.
Superseded by GEGN8643 Iss 2. Document ceases to be in force from June 2014.

NEW
GEGN8643 Iss 2 June 2014 (A)
Guidance on Risk Evaluation and Risk Acceptance
This guidance was developed as part of the RSSB research project T955 and provides guidance on the application of the Common Safety Method on Risk Evaluation and Assessment (CSM RA) required by Commission Regulation (EC) No 352/2009. This guidance is intended to assist infrastructure managers (IMs) and railway undertakings (RUs) in evaluating risk and deciding whether or not to accept it, when applying the CSM RA.
Supersedes GEGN8643 Iss 1. Document comes into force June 2014.

NEW
GEGN8644 Iss 1 June 2014 (A)
Guidance on Safety Requirements and Hazard Management
This document gives practitioner level guidance on the application of the risk management process set out in the 'Common Safety Method on Risk Evaluation and Assessment' (CSM RA). Specifically, this guidance is intended to assist infrastructure managers (IMs) and railway undertakings (RUs) when applying the CSM RA to formulate safety requirements, comply with them, demonstrate compliance and manage hazards.
Document comes into force June 2014.

NEW
GEGN8645 Iss 1 June 2014 (A)
Guidance on Independent Assessment
This document gives practitioner level guidance on the application of the risk management process set out in the 'Common Safety Method on Risk Evaluation and Assessment' (CSM RA). Specifically, it gives guidance on commissioning and managing an independent assessment by an assessment body.
Document comes into force June 2014.

GEGN8648 Iss 1 September 2013 (A)
Guidance on Positioning of Lineside Telephones
This document gives guidance on interpreting the requirements of Railway Group Standard GERT8048 Iss 2 - Positioning of Lineside Telephones. It does not constitute a recommended method of meeting any set of mandatory requirements.

GEGN8672 Iss 1 March 2012 (A)
Guidance on ERTMS National Identities Management
This document provides guidance on GERT8072 ERTMS National Identities Management, which mandates requirements for arrangements for the management of the ERTMS National Identities on the mainline railway.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GEGN8675 Iss 1 September 2013 (C)
Guidance on AWS and TPWS Interface Requirements
This document gives guidance on interpreting the requirements of Railway Group Standard GERT8075 Iss 1 - AWS and TPWS Interface Requirements. It does not constitute a recommended method of meeting any set of mandatory requirements.

GIGN7606 Iss 1 December 2000 (A)
Guidance Note: Prevention and Mitigation of Overruns - Risk Assessment
This document provides guidance on meeting the requirements of Railway Group Standard GIRT7006.

GKGN0554 Iss 2 September 2013 (B)
Guidance on Radio Electronic Token Block (RETB)
This document presents information gathered from legacy and industry documentation to provide a single document that explains the RETB system. It includes operational and functional descriptions and sets out current RETB best practices.

GKGN0602 Iss 1 December 2010 (B)
Guidance on Train Rooftop Antenna Positioning
This document gives guidance on train rooftop antenna positioning with the intention of assisting infrastructure managers, railway undertakings and other organisations required to fit antennas on train rooftops in relation to good practice for train rooftop antenna positioning.

GKGN0609 Iss 1 June 2011 (A)
Guidance on Identification of Signalling and Related Equipment
This document gives guidance on interpreting the requirements of Railway Group Standard GKRT0009 issue four, Identification of Signalling and Related Equipment. It does not constitute a recommended method of meeting any of mandatory requirements.

GKGN0612 Iss 1 August 2007 (A)
Guidance on Signalling Lockout Systems to Protect Railway Undertaking Personnel
This document provides guidance on meeting the requirements of Railway Group Standard GKRT0212.

GKGN0622 Iss 1 September 2012 (W)
Guidance on Immunisation of Signalling and Telecommunications Systems against Electrical Interference from 50Hz Single Phase A.C Electrification
GKGN0622 issue one provides guidance on Immunisation of Signalling and Telecommunications Systems against Electrical Interference, which was previously found in BR13422 issue one.

GKGN0628 Iss 1 April 2010 (A)
Guidance on Infrastructure Based Train Detection Interface Requirements
This document gives guidance on interpreting the requirements of Railway Group Standard GKRT0028. It does not constitute a recommended method of meeting any set of mandatory requirements.

GKGN0636 Iss 1 September 2011 (A)
Guidance on Transitions Between Signalling Systems
This document gives guidance on interpreting the requirements of Railway Group Standard GKRT0036 issue two, Transitions Between Signalling Systems. It does not constitute a recommended method of meeting any set of mandatory requirements.

GKGN0644 Iss 1 June 2013 (A)
Guidance on Permissive Working
This document provides rationale and guidance on the requirements of Railway Group Standard GKRT0044 issue two Permissive Working. It does not constitute a recommended method of meeting any set of mandatory requirements.

GKGN0645 Iss 3 December 2012 (W)
Guidance on Lineside Signals, Indicators and Layout of Signals
Small scale change. This document gives guidance on interpreting the requirements of Railway Group Standard GKRT0045 issue three. It does not constitute a recommended method of meeting any set of mandatory requirements.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GKGN0653 Iss 1 December 2011 (A)
Guidance on Control of Unwanted Voltages on Telecommunications Equipment at Stations
This document gives guidance on interpreting the requirements of Railway Group Standard GKRT0053 issue one, Control of Unwanted Voltages on Telecommunications Equipment at Stations.

GKGN0655 Iss 1 September 2013 (B)
Guidance on Block System Interface Requirements
This document provides guidance and rationale to support the requirements in GKRT0055 for block system interfaces between signalling infrastructure and railway operations.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GKGN0675 Iss 2 September 2011 (B)
Guidance on Lineside Signal Spacing and Speed Signage
This document gives guidance on interpreting the requirements of Railway Group Standard GKRT0075 issue two, Lineside Signal Spacing and Speed Signage.

GKGN0677 Iss 1 September 2013 (A)
Guidance on Ground Frames and Shunters' Releases
This document provides guidance and rationale to support the requirements in GKRT0077 for ground frames and shunters' releases.

GKGN0692 Iss 2 December 2012 (A)
Guidance on Level Crossing Interface
Small scale change. This document gives guidance on interpreting the requirements of Railway Group Standard GKRT0192 issue two. It does not constitute a recommended method of meeting any set of mandatory requirements.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GKGN0694 Iss 1 March 2013 (B)
Guidance on Train Voice Radio Systems
This document provides rationale and guidance to support the train voice radio requirements in GKRT0094 for the Great Britain (GB) rail network.

GKGN0802 Iss 1 April 2004 (W)
Glossary of Signalling Terms
This document defines the meaning of commonly used terms which are specific to signalling or used in a signalling context. The objective is to provide a common and clearly understood meaning of each term.

MANUAL

None

FORMS

Form RT8106 Iss 1 October 2008
Example Failure Data Collection Form
This form is an example of an appropriate format for recoding the collection of data when carrying out a failure investigation as mandated by GERT8106 issue one, Management of Safety Related Control, Command and Signalling (CCS) System Failures.

OTHER

BR1609 Iss 2 August 1987 (B)
VHF Band III Radio for the National Radio Network Incorporating the Train Overlay System
This document sets out the requirements for radio systems that provide the principal means of voice and related messaging radio communications for the national radio network. This document is associated with GKRT0094 Train Voice Radio Systems.

BR1661 Iss D March 1990 (B)
Train to Signalbox Radio System (Train Radio)
This document sets out the requirements for radio systems that provide the principal means of voice and related messaging radio communications for the cab secure radio system. This document is associated with GKRT0094 Train Voice Radio Systems.

RAILWAY GROUP STANDARDS

None

RAIL INDUSTRY STANDARDS

SUPERSEDED
RIS-1530-PLT Iss 4 December 2012 (W)
Rail Industry Standard for Engineering Acceptance of On-Track Plant and Associated Equipment
RIS-1530-PLT is a single document on engineering acceptance of on-track plant (OTP) and associated equipment. The document contains both requirements and guidance for the rail industry to use if they so choose. The requirements only become mandatory when invoked by contract or a commitment in the duty holder's Railway Safety Case.
Superseded by RIS-1530-PLT Iss 5. Document ceases to be in force from June 2014.

NEW
RIS-1530-PLT Iss 5 June 2014 (W)
Rail Industry Standard for Engineering Acceptance of On-Track Plant and Associated Equipment
This document provides a voluntary standard on engineering acceptance of on-track plant (OTP) and associated equipment, for the rail industry to use if they so choose.
This document details the requirements for the procedure to be followed and the criteria to be confirmed in the engineering acceptance of OTP and associated equipment. It also details the technical requirements for their operation on Network Rail managed infrastructure.
To provide a voluntary standard defining the engineering acceptance process for on-track plant and associated equipment.
Supersedes RIS-1530-PLT Iss 4. Document comes into force June 2014.

RIS-1700-PLT Iss 3 March 2011 (A)
Rail Industry Standard for Safe Use of Plant for Infrastructure Work
This document details requirements for the safe use of plant (as defined in this document) on, or that could affect, Network Rail controlled infrastructure, used for all infrastructure related activities, including (but not limited to) maintaining, inspecting, measuring, renewing and installing infrastructure and its components. This document is particularly relevant to situations where plant has the potential to infringe running line clearances or where plant is used adjacent to an open running line.

RIS-1701-PLT Iss 3 December 2013 (A)
Rail Industry Standard for Portable and Transportable Plant Used for Infrastructure Work
This document gives the necessary information for the acceptance of portable and transportable plant for infrastructure work on Network Rail managed infrastructure, and the railway specific engineering requirements for certain types of portable and transportable plant.

RIS-1702-PLT Iss 1 September 2013 (A)
Rail Industry Standard for the Design of On-track Machines in Working and Travelling Modes
This document provides a standard for the design of on-track machines in working and travelling modes for the rail industry to use if it so chooses. Specific requirements for the design of on-track machines in running mode are contained in GMRT2400.

CODES OF PRACTICE

None

GUIDANCE NOTES

None

MANUAL

None

FORMS

None

OTHER

None

RAILWAY GROUP STANDARDS

GERT8014 Iss 2 June 2011 (A)
Axlebox Condition Monitoring - Hot Axlebox Detection
This document mandates requirements for rolling stock and infrastructure subsystems to be applied in the design of new or altered rolling stock for the detection of hot axleboxes, by trackside hot axlebox detectors (HABDs) and onboard axle bearing monitoring systems.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GERT8250 Iss 2 June 2007 (A)
Reporting High Risk Defects
This document defines requirements for recording, analysing and reporting safety-related defects on rail vehicles, their components, systems, subsystems and related documentation. It also defines requirements for taking action following receipt of a national incident report (NIR).
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GERT8270 Iss 2 October 2007 (A)
Assessment of Compatibility of Rolling Stock and Infrastructure
This document mandates requirements and responsibilities for the assessment of compatibility of rolling stock and infrastructure.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMRT2000 Iss 3 December 2009 (A)
Engineering Acceptance of Rail Vehicles
Small Scale Change.
This document defines, where applicable, a process, known as the Engineering Acceptance process, to confirm that a rail vehicle conforms to the relevant Mandatory Requirements.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.
There is a technical note associated with this document, please refer to the 'Related Documents' section of the catalogue.

GMRT2001 Iss 2 December 2009 (A)
Design Scrutiny for the Engineering Acceptance of Rail Vehicles
Small Scale Change.
This document defines, where applicable, a process to confirm that the design of a new or modified rail vehicle conforms to the relevant mandatory requirements.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMRT2003 Iss 1 December 1996 (A)
Certification Requirements for Registration of Steam Locomotives
This document defines the certification requirements for Steam Locomotives that are required to enable them to be registered for operation on Railtrack controlled infrastructure. The audit requirements for their continued operation are also defined.

GMRT2004 Iss 5 June 2012 (A)
Rail Vehicle Maintenance
This document sets out the arrangements by which continued conformity to standards, known as the Maintenance Plan is achieved together with the requirements for the provision of documentation for the maintenance of rail vehicles. Small scale change amendment to delete clause 3.1.3 f) and 3.1.3 g) and updated references to CR LOC&PAS TSI to remove the 'draft' number.

GMRT2040 Iss 1 May 1995 (A)
Calculation of Brake Force Data for Rolling Stock Library
This Railway Group Standard defines the method of calculating the brake force data for inclusion in the Rolling Stock Library.

GMRT2041 Iss 2 April 2000 (A)
Braking System Requirements and Performance for Trailer Coaching Stock
This document defines the performance requirements of the braking systems of trailer coaching stock together with the principal features to be incorporated to enable safety of operation and safe interworking to take place.

GMRT2042 Iss 2 April 2000 (A)
Braking System Requirements and Performance for Traction Units
This document defines the performance requirements of the braking systems of traction units together with the principal features to be incorporated to enable safety of operation and safe interworking to take place.

GMRT2043 Iss 2 June 2011 (A)
Braking System and Performance for Freight Trains
This Standard defines the performance requirements of the braking systems of freight trains together with the principal features that shall be incorporated to enable safe operation and interworking to take place.
This document contains requirements that are amended under the Railway Group Standards Code (Issue Three) as a small scale change. Reference to the amended requirements is made in the 'Issue record'. All other parts of the document are unchanged from the previous issue.

GMRT2044 Iss 4 June 2001 (A)
Braking System Requirements and Performance for Multiple Units
This document defines the principles of operation and performance requirements for the braking systems of Multiple Units for operation on Railtrack controlled infrastructure, in order to ensure safety of operation and safe interworking.

GMRT2045 Iss 3 September 2011 (A)
Braking Principles for Rail Vehicles
This document defines the principles of operation and performance requirements for the braking systems of rail vehicles for operation on Railtrack controlled infrastructure, in order to ensure safety of operation and safe interworking.
Small scale change amendment to clause 7.1.2 second paragraph. Amendment to cross references in clause 11.6 g) from GKRT0034 to GKRT0075 and all clauses that previously referenced GORT3000 have been updated to GERT8000.
There is a technical note associated with this document, please refer to the 'Related Documents' section of the catalogue.

GMRT2046 Iss 1 April 2000 (A)
Braking System Requirements and Performance for Trains which Operate above 125 mile/h
This document defines the braking systems of trains when operating above 125 mile/h. It sets out the principal features to be incorporated to enable safety of operation and safe interworking to take place.

GMRT2100 Iss 5 June 2012 (B)
Requirements for Rail Vehicle Structures
This document mandates requirements for the design and integrity of rail vehicle structures for both primary and secondary structures, including interior crashworthiness.
Issue five was produced using the small scale change process to include a missing requirement for couplings, previously included in GMRT2190 issue two, and now enhanced.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMRT2130 Iss 4 December 2013 (A)
Vehicle Fire, Safety and Evacuation
This document has been revised to align with fire categories in the Rolling Stock Technical Specification for Interoperability (RST TSI) and BS EN 45545:2013, to facilitate open wide gangways, remove duplication of testing between GMRT2130 and BS 6853:1999, revise the requirements for emergency lighting outside of exterior doorways and remove the requirements for emergency lighting to charge luminescent signage. It is supported by a new Rail Industry Guidance Note GMGN2630 Iss 1.

GMRT2132 Iss 1 September 2010 (A)
On-board Energy Metering for Billing Purposes
This document sets out the energy metering requirements when electric traction units are fitted with an energy measuring system that provides data to be used by the infrastructure manager for billing purposes.

GMRT2141 Iss 3 June 2009 (A)
Resistance of Railway Vehicles to Derailment and Roll-Over
This document mandates requirements for rolling stock to ensure acceptable resistance against flange climbing derailment and against roll-over induced by overspeeding.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.
There is a technical note associated with this document, please refer to the 'Related Documents' section of the catalogue.

GMRT2142 Iss 3 August 2009 (A)
Resistance of Railway Vehicles to Roll-Over in Gales
This document mandates safety criteria requirements for railway vehicles to ensure safe performance when operating under gale conditions. The objective is to minimise the likelihood of vehicle roll-over.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMRT2149 Iss 3 February 2003 (A)
Requirements for Defining and Maintaining the Size of Railway Vehicles
This document mandates the methods of determining, and the requirements for maintaining, the operational envelope of rail vehicles. It mandates the format of the prescribed parameters for defining the size of railway vehicles.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.
There is a technical note associated with this document, please refer to the 'Related Documents' section of the catalogue.

GMRT2160 Iss 4 December 2010 (A)
Environment Inside Railway Vehicles (Audibility of detonators)
This document mandates requirements for the audibility of detonators in driving cabs.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMRT2161 Iss 1 August 1995 (A)
Requirements for Driving Cabs of Railway Vehicles
This document describes the requirements for external visibility from inside driving cabs for control facilities and for other interior arrangements, to ensure a working environment in which drivers of traction and rolling stock vehicles and on-track machines can carry out their operational duties safely and effectively.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMRT2162 Iss 3 June 2011 (A)
Traincrew Access to and Egress from Railway Vehicles
This document mandates requirements for traincrew access to and egress from railway vehicles.
A small scale change to the application of the document.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMRT2176 Iss 1 December 1995 (A)
Air Quality and Lighting Environment for Traincrew Inside Railway Vehicles
This document prescribes requirements for air quality and lighting levels in traincrew areas inside railway vehicles, to ensure an acceptable working environment in which drivers and other traincrew can carry out their operational duties safely and effectively. This standard applies to traction and rolling stock vehicles and to on-track machines.
Section 6 of this document has been superseded by GMRT2130 Iss 1.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMRT2181 Iss 3 April 1998 (A)
Overhead Line Equipment (O.L.E.) Warning Line on Traction and Rolling Stock
This document defines the requirements for the overhead line equipment (OLE) warning line to be applied to traction and rolling stock.

GMRT2185 Iss 2 December 2001 (A)
Train Safety Systems
This document defines the requirements for train safety systems to enable safe operation of trains on Railtrack controlled infrastructure.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMRT2190 Iss 3 December 2010 (A)
Compatibility Requirements for Rail Vehicle Couplings and Interconnectors
This document mandates requirements for the design of rail vehicle couplings and interconnectors.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

SUPERSEDED
GMRT2273 Iss 3 June 2011 (A)
Post Incident and Post Accident Testing of Rail Vehicles
This document mandates requirements for post incident and post accident examination and testing of rail vehicles, with particular requirements for testing of brakes, speed indicating systems, and exterior doors.
Superseded by GMRT2273 Iss 4. Document ceases to be in force from September 2014.

NEW
GMRT2273 Iss 4 June 2014 (A)
Post Incident and Post Accident Testing of Rail Vehicles
This document mandates requirements for post incident and post accident examination and testing of rail vehicles, with particular requirements for testing of brakes, speed indicating systems, exterior doors and warning horns.
Supersedes GMRT2273 Iss 3. Document comes into force September 2014.

GMRT2304 Iss 3 April 2004 (A)
Equipotential Bonding of Rail Vehicles to Running Rail Potential
This document mandates the requirements for equipotential bonding of rail vehicles to comply with the Electricity at Work Regulations and to prevent danger arising from electrically charged exposed conductive parts.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMRT2400 Iss 5 September 2013 (A)
Engineering Design of On-track Machines in Running Mode
This document mandates requirements for the design of on-track machines in running mode, and replaces GMRT2400 Iss 4, GMRT2476 Iss 1, GMGN2575 Iss 2 and GMGN2576 Iss 1.
GMRT2400 has been aligned with the Conventional Rail Locomotives and Passenger Technical Specification for Interoperability (CR LOC & PAS TSI) and BS EN 14033 series. All requirements for on-track machines in running mode are now contained in GMRT2400 or with specific references to other documents.
The requirements for on-track machines in travelling and working modes are contained in RIS-1702-PLT.

GMRT2450 Iss 1 December 1995 (W)
Qualification of Suppliers of Safety Critical Engineering Products and Services
Safety critical engineering products and services ultimately for use on Railtrack controlled infrastructure shall be procured from qualified suppliers who shall demonstrate their competence to supply products and services that will sustain the safety of the railway.

GMRT2452 Iss 1 February 1999 (A)
Acceptance of Trams and Light Rail or Metro Vehicles for Shared Running on Railtrack Controlled Infrastructure
This document defines the mandatory requirements for trams, light rail or metro vehicles in a situation where they operate through services from other administrations onto Railtrack controlled infrastructure.

GMRT2453 Iss 2 September 2011 (A)
Registration, Identification and Data to be Displayed on Rail Vehicles
This document mandates the requirements for the identification of rail vehicles, the requirements for the registration of rail vehicles in the rolling stock library and data to be displayed on the rail vehicles.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMRT2461 Iss 1 August 2001 (A)
Sanding Equipment Fitted to Multiple Units and On-Track Machines
This document sets out the requirements for the performance, installation and operation of sanding equipment when fitted to multiple units and on-track machines.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMRT2466 Iss 3 February 2010 (B)
Railway Wheelsets
This document mandates requirements for the design, manufacture and maintenance of wheelsets and their components.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

SUPERSEDED
GMRT2472 Iss 1 June 2002 (A)
Data Recorders on Trains - Design Requirements
This document defines the design requirements for the provision and function of data recorders on trains.
Superseded by GMRT2472 Iss 2. Document ceases to be in force from December 2015.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

NEW
GMRT2472 Iss 2 June 2014 (A)
Requirements for Data Recorders on Trains
This document mandates requirements for the provision and functionality of data recorders on trains.
Supersedes GMRT2472 Iss 1. Document comes into force December 2015.

GMRT2473 Iss 2 June 2013 (A)
Power Operated External Doors on Passenger Carrying Rail Vehicles
This document mandates the minimum design and maintenance requirements to enable passengers to safely gain access to, and egress from, passenger trains via external bodyside doors.

GMRT2477 Iss 2 August 2009 (A)
Track Circuit Assister Configuration for Rail Vehicles
This Standard mandates where TCAs shall be fitted onto a vehicle and how they shall be set up. It also contains the requirements for testing a TCA.

GMRT2483 Iss 1 August 2004 (A)
Visibility Requirements for Trains
This document sets out the mandatory requirements for visibility of trains, and supporting guidance information.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMRT2484 Iss 2 April 2007 (A)
Audibility Requirements for Trains
This document mandates the warning horn sound pressure levels necessary for all rail vehicles that have driving cabs.

GMRT2491 Iss 2 October 2009 (A)
Design Requirements for a Driver's Reminder Appliance (DRA)
This document mandates the design requirements for the provision and functionality of DRA in the driving cabs of trains, to enable the driver to set a reminder that the signal ahead may be at danger.

GMTT0088 Iss 1 October 1993 (A)
Permissible Track Forces for Railway Vehicles
This document prescribes design and maintenance requirements for traction and rolling stock and for on-track plant, to ensure that interactive forces and stresses generated between vehicles and track are limited to acceptable levels. Vehicle performance limits relating to wheel loads, wheel diameters, unsprung masses and suspension characteristics are specified.
There is a technical note associated with this document, please refer to the 'Related Documents' section of the catalogue.

GOOTS303 Iss 1 January 1993 (A)
Secondary Door Locking - Operational Requirements
This document defines the minimum operational requirements for a system of secondary locking of passenger operated slam doors to reduce passenger injuries and fatalities.

RAIL INDUSTRY STANDARDS

RIS-2701-RST Iss 1 March 2011 (A)
Rail Industry Standard for NDT Processes on Rail Vehicles
This document sets out requirements and gives guidance for the certification of operatives, equipment and facilities used to undertake NDT of components on rail vehicles.

RIS-2702-RST Iss 1 March 2011 (A)
Rail Industry Standard for In-Service Examination and Reference Limits for Freight Wagons
This document sets out 'The Registered List of Agreed Criteria' for the in-service examination and lubrication of freight wagons, for operation on Network Rail managed infrastructure.

NEW
RIS-2703-RST Iss 1 June 2014 (A)
Rail Industry Standard for Driver Only Operated On-train Camera / Monitor Systems
This document contains requirements and guidance for on-train camera / monitor system (OTCM system) associated with driver only operation of passenger (DOO(P)) trains.
Document comes into force June 2014.

SUPERSEDED
RIS-2705-RST Iss 1 December 2011 (A)
Rail Industry Standard for Crippling and Release of Freight Wagons
This document sets out requirements for crippling and release of freight wagons and replaces Freight Technical Committee Business Standard 009 (FTC/BS/009).
Superseded by RIS-2705-RST Iss 2.
Document ceases to be in force from June 2014.

NEW
RIS-2705-RST Iss 2 June 2014 (A)
Rail Industry Standard for Crippling and Release of Freight Wagons
This document sets out requirements for crippling and release of freight wagons, including the responsibilities of the entity in charge of maintenance.
Supersedes RIS-2705-RST Iss 1.
Document comes into force June 2014.

RIS-2706-RST Iss 1 March 2013 (A)
Rail industry Standard for recording of Rolling Stock Data
This document provides a standard on rolling stock shared data and sets out both the minimum mandated and non-mandated rolling stock data that should be accessible to the rail industry members, irrespective of which information technology (IT) system is in use. It is derived from existing information in ATOC Code of Practice, ACOPEC01001: Approved Code of Practice - Maintenance Systems Shared Data and T&RS Systems Management Group Code of Practice, SMG 012: Code of Practice defining Traction and Rolling Stock Shared Data.

RIS-2773-RST Iss 1 March 2013 (A)
Format for Vehicle Gauging Data
This document provides a standard format for defining the gauge of a vehicle for the purposes of compatibility assessment when undertaking absolute gauging. It can also be used for the purposes of assessment against standard dynamic vehicle gauges. A standard blank electronic spreadsheet (provided in Microsoft Excel) is available at: http://www.rssb.co.uk/library/groups-and-committees/2014-03-25-spreadsheet-vgd-spreadsheet.zip.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

CODES OF PRACTICE

GMRC2494 Iss 2 February 2010 (A)
Recommendations for Railway Wheelsets Design
GMRC2494 supports GMRT2466 and provides recommendations for the methodology of wheelset design, design of wheels, axles, axle bearings and flanges, materials and wheelset assembly design considerations.

GMRC2495 Iss 1 August 2008 (A)
Recommendations for Railway Wheelset Manufacture and Assembly
This document supports GMRT2466 and provides recommendations for the manufacture and assembly of wheelsets including materials, testing of components and wheelsets, the assembly, corrosion protection, handling and care of wheelsets, wheelset identification and records to ensure traceability.

GMRC2496 Iss 2 February 2010 (A)
Recommendations for Railway Wheelset Maintenance
GMRC2496 supports GMRT2466 and provides recommendations for the maintenance of wheelsets including the delivery of the maintenance plan, care and treatment of wheelsets off vehicle, overhaul and repair, examination of components, prohibited components, assembly of wheelsets, balancing of wheelsets, and non-destructive and electrical testing.

GMRC2510 Iss 1 January 1995 (A)
Code of Practice for Acceptance Testing of Rail Vehicles
This Code of Practice provides a check-list of those mandatory requirements that may need to be verified as part of acceptance testing. It also draws attention to the close link between acceptance testing and the design scrutiny process.

GMRC2513 Iss 1 February 1995 (A)
Commentary on Permissible Track Forces for Railway Vehicles
This commentary provides technical background information and guidance on applying Railway Group Standard GMTT0088 which prescribes design and maintenance requirements or traction and rolling stock and On-Track machines, to ensure that the interactive forces and stresses generated between vehicles and track are limited to acceptable levels.

GMRC2514 Iss 3 April 2004 (A)
Recommendations for Equipotential Bonding of Rail Vehicles to Running Rail Potential
This Code of Practice provides guidance on achieving the requirements of GMRT2304.

GMRC2515 Iss 1 January 1996 (A)
Engineering Development of Rail Vehicles - Code of Practice
This Code of Practice gives guidance on the procedures to be adopted that will help ensure that engineering change of rail vehicles does not degrade their safety performance.

GMRC2531 Iss 1 June 2008 (A)
Recommendations for Rail Vehicle Emergency Lighting
GMRC2531 provides an explanation of the difference between emergency and standby lighting, and the purpose of emergency lighting. Additionally, it provides an explanation of and recommendations on the means of delivering the requirements for emergency lighting.

GMRC2532 Iss 1 June 2008 (A)
Recommendations for Rail Vehicles Emergency and Safety Equipment
GMRC2532 provides recommendations for emergency and safety equipment together with examples of suitable specifications for such equipment.

GMRC2533 Iss 1 June 2008 (A)
Recommendations for Communication of Rail Vehicle Emergency & Safety Information
GMRC2533 provides recommendations for the communication of emergency and safety information. It includes references to other relevant published documents - including 'Graphics guidelines for safety signs' and 'Guidelines for symbol design and testing'. It provides check lists for specific areas of the vehicle, as well as check lists and guidance for the design process of emergency and safety information.

GMRC2534 Iss 1 June 2008 (A)
Recommendations for Rail Vehicle Emergency Evacuation
GMRC2534 provides an overview of and the principles of designing rail vehicle interiors for emergency evacuation, as well as recommendations and a procedure for evacuation testing and validation.

GMRC2542 Iss 1 August 2009 (A)
Recommendations for Determination of Aerodynamic Rolling Moment Coefficient
This Code of Practice provides details of methodologies for determining a more accurate aerodynamic rolling moment coefficient for the vehicle, as an alternative to using the benchmark aerodynamic rolling moment coefficient equations in GMRT2142.

GMRC2559 Iss 1 October 2000 (A)
Railtrack Approved Code of Practice: Safe Testing of Rail Vehicles on Railtrack Controlled Infrastructure
This Railtrack Approved Code of Practice details items that should be considered when identifying risks and control measures associated with the testing of vehicles on Railtrack controlled infrastructure.

GMRC2641 Iss 2 June 2009 (A)
Recommendations for Vehicle Static Testing
This document has been published by Rail Safety and Standards Board (RSSB) to give details of recommended methods which, if followed, would meet the requirements of GMRT2141 Resistance of Railway Vehicles to Derailment and Roll-Over in respect of static testing. It also contains recommendations for the purpose of vehicle simulation model validation.

GUIDANCE NOTES

GEGN8502 Iss 1 February 1999 (A)
Operation of Trams and Light Rail or Metro Vehicles Over Railtrack Controlled Infrastructure
This document provides guidance for Train Operators, Station Operators and Railtrack Line in a situation where trams, light rail or metro vehicles operate through services from other administrations onto Railtrack controlled infrastructure.

GEGN8565 Iss 1 June 2004 (A)
Guidance on the Retention of Design Information, Validation of Technical Change and Configuration Management
This document provides guidance to manufacturers, asset owners and operators on the concept of a design authority and the four underlying competencies fundamental to asset management.

GEGN8577 Iss 3 June 2013 (A)
Guidance on the Application of Selective Door Operating Systems
This document gives guidance on the selection and implementation of selective door operation (SDO) systems appropriate for specific applications. The guidance is intended to assist infrastructure managers and railway undertakings in understanding their responsibilities in relation to selection and implementation of SDO systems appropriate for specific applications.

NEW
GEGN8607 Iss 1 June 2014 (A)
Guidance on the Use of Escrow Agreements for Rail Applications
This document provides guidance on the use of escrow agreements and is intended to assist in understanding the application of escrow agreements. The guidance note does not set out any requirements.
Document comes into force June 2014.

GEGN8614 Iss 1 June 2011 (A)
Guidance on Axlebox Condition Monitoring - Hot Axlebox Detection
This document provides guidance for rolling stock and infrastructure substations to be applied in the design of a new or altered rolling stock for the detection of hot axleboxes, by trackside hot axlebox detectors (HABDs) and onboard axle bearing monitoring systems.

GEGN8628 Iss 1 June 2013 (B)
Guidance on Preparation for and Operation during Winter
This document gives guidance on the preparation of infrastructure and rolling stock for winter and their subsequent operation during frost, ice and snow conditions on the Great Britain (GB) mainline railway.
This document has been structured into separate sections covering infrastructure, rolling stock and operations. When planning for winter, consideration should be given to all of the guidance in GEGN8628 as there could be information in one section of the document that is pertinent to other areas of the railway.

GMGN2169 Iss 1 April 2007 (W)
Combined Manual for AWS and TPWS Trainborne Equipment
GMGN2169 document provides good practice information on maintenance, testing and fault finding procedures associated with Automatic Warning System and Train Protection and Warning System trainborne equipment, to assist in maintaining the reliability of these essential safety systems at an appropriate level.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMGN2460 Iss 1 April 2008 (A)
Guidance on Compliance with Noise and Vibration Legislation in the Railway Environment
This document provides guidance for infrastructure managers and railway undertakings on the legislation relating to noise and vibration in the railway environment. The guidance covers hand-arm and whole body vibration, as well as noise. The guidance provides information to assist in complying with the legislation.

GMGN2497 Iss 1 December 2007 (A)
Guidance on Railway Wheelset Tread, Gauging and Damage Identification
The content of GMGN2497 is new in the form of a Railway Group Guidance Note but it is derived from the existing information in the Common Domain documents MT162 Identification of Wheel & Tyre Tread Damage Requiring Remedial Attention, and MT288 Wheelset Tread & Gauging Standards. The content has been updated in light of current industry good practice.

GMGN2498 Iss 1 August 2008 (A)
Guidance on Wheelset Handling, Storage and Transportation
The content of GMGN2498 is new in the form of a Rail Industry Guidance Note but it is derived from the existing information in the Common Domain document MT300 'Requirements for Handling, Storage and Transportation of Wheelsets'. The content has been updated in light of current industry good practice.

GMGN2571 Iss 1 June 2002 (A)
Guidance on the Storage and Recommissioning of Traction and Rolling Stock
This document gives guidance on the storage and recommissioning of traction and rolling stock that is withdrawn from operation on Railtrack controlled infrastructure for an extended period.

GMGN2572 Iss 1 April 2001 (A)
Guidance on the Provision of Automatic Train Protection Space Envelopes on Rail Vehicles
This document gives guidance on the provision of sufficient suitable space envelopes within the design of new rail vehicles to enable retrofitting of automatic train protection or similar systems.

GMGN2606 Iss 1 June 2010 (A)
Guidance on the Fitment and Functionality of Forward and Rear Facing Cameras on Rolling Stock
This document gives guidance on fitting forward and rear facing camera systems on rolling stock. It enables railway undertakings to adopt a common methodology in the fitment and functionality of forward and rear facing camera systems. It does not constitute a recommended method of meeting any set of mandatory requirements.

GMGN2607 Iss 1 September 2010 (A)
Guidance on the Braking Requirements for Hauling Unbraked Multiple Units in Freight Trains
This document gives guidance on the braking requirements for hauling multiple units in a freight train. This guidance is intended to assist railway undertakings in understanding their responsibilities in relation to the braking and formation requirements for the freight train used to undertake the hauling of multiple units with their brakes isolated. Hauling a multiple unit of up to three vehicles coupled together with their brakes isolated is permitted by GERT8000-TW3 and GORT3056-B.
This document provides additional guidance where a multiple unit, consisting of four or more vehicles, is to be moved in its dedicated freight train and that they will not be marshalled into a longer general freight train formation.

GMGN2615 Iss 1 December 2012 (B)
Guidance on the Conventional Rail Locomotives and Passenger Rolling Stock TSI
This document gives guidance on the Conventional Rail Locomotives and Passenger Rolling Stock Technical Specification for interoperability (CR LOC & PAS TSI). The document provides:
a) Advice on the application of the requirements of the CR LOC & PAS TSI in the context of the mainline railway in Great Britain. And
b) Advice on interpretation of points where the CR LOC & PAS TSI is not clear in its intent or where it contains incomplete or obscurely worded requirements.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMGN2630 Iss 1 December 2013 (A)
Guidance on Rail Vehicle Fire Safety
This document supersedes GMRC2530 Iss 1 - Recommendations for Rail Vehicle Fire Safety, and provides guidance on GMRT2130 Iss 1 - Vehicle Fire, Safety and Evacuation

GMGN2642 Iss 1 February 2008 (B)
Guidance on Wheel / Rail Low Adhesion Measurement
This document provides guidance on the selection of a method for measuring wheel / rail low adhesion. The document assesses the suitability of each of the measurement techniques for undertaking various activities.

GMGN2643 Iss 1 February 2008 (B)
Guidance on Wheel / Rail Low Adhesion Simulation
This document provides information and guidance to enable the selection of the most appropriate artificial contaminant for replicating a low adhesion layer or artificial leaf film and the method that can be employed to implement the use of the selected contaminant.

GMGN2646 Iss 1 March 2011 (A)
Guidance on Axle Bearing Maintenance
This document gives guidance for the maintenance of rail vehicle axle bearings. There is also detailed guidance for the training and competence assessments of personnel and supervisors, who influence, maintain or overhaul axle bearings.

GMGN2650 Iss 1 December 2010 (A)
Guidance on Vehicle Interconnector and Coupling Compatibility
GMGN2650 gives guidance in support of the requirements in GMRT2190 for interconnectors and coupling compatibility.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMGN2685 Iss 1 December 2010 (A)
Guidance on Lifting, Jacking, Recovery and Emergency Movement of Rail Vehicles
GMGN2685 gives guidance in support of the requirements set out in Part 9 of GMRT2100 for the lifting, jacking, recovery and emergency movement of rail vehicles.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMGN2686 Iss 1 December 2010 (A)
Guidance on Rail Vehicle Bodyshell, Bogie and Suspension Elements
GMGN2686 gives guidance on the requirements set out in Parts 2, 3 and 4 of GMRT2100 for structural requirements for rail vehicles, structural requirements for rail vehicle bodies and structural elements for bogie and suspension.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMGN2687 Iss 1 December 2010 (B)
Guidance on Rail Vehicle Interior Structures and Secondary Structural Elements
GMGN2687 gives guidance in support of the requirements set out in Parts 5, 6 and 7 of GMRT2100 for secondary structural elements, rail vehicle elements interfacing with passengers and traincrew and aerodynamic rail vehicle loads.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMGN2688 Iss 2 September 2013 (B)
Guidance on Designing Rail Freight Wagons for use on the GB Mainline Railway
This document gives guidance on the design of rail freight wagons (including rail tank wagons). This guidance is intended to assist contracting entities and railway undertakings in relation to the design of rail freight wagons and incorporates the output from a review of design guidance for wagons and how standard British practice meets the Wagon Technical Specification for Interoperability (WAG TSI).

GMGN2689 Iss 2 June 2012 (A)
Guidance on Mechanical Coupling of Rail Vehicles
GMGN2689 gives guidance in support of the requirements in Part 8 of GMRT2100 for the mechanical coupling of rail vehicles. Issue two was produced using the small scale change process to include guidance to support the new requirement for couplings included in GMRT2100 issue five.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMGN2695 Iss 1 December 2010 (A)
Guidance on Testing of Wheel Slide Protection Systems Fitted on Rail Vehicles
This document has been produced to supplement the Wheel Slide Protection (WSP) testing requirements set out in BS EN 15595:2009. It provides guidance for a WSP testing programme to evaluate WSP system performance for use primarily on passenger rail vehicles operating on the GB mainline network with representative GB mainline network adhesion conditions. The principles of the document could be applied to WSP equipment fitted to other rail vehicles.

MANUAL

None

FORMS

Form RT8250 Iss 3 September 2011
Urgent Safety-Related Defect Report Form
Form specified in GERT8250 to be used to notify National Control Centre at Milton Keynes by fax of an urgent NIR, to be used in the unlikely event that the computer system is not functioning.

OTHER

PS305-4 Iss 1 January 2001 (A)
Specification for Vehicle Acceptance and Conformance Certification Bodies
PS305-04 supersedes from 1 March 2001, these documents PS305-01, PS305-02 and PS305-03.
The document PS305-04 is an amalgamation of the three PS305 standards and specifies in one document both Vehicle Acceptance Body and Conformance Certification Body requirements for operating the process for Engineering Acceptance of Rail Vehicles.
The opportunity has also been taken to further clarify sections B 4.1, 4.1.1 & 4.1.2. and the changes within Railtrack, specifically the transition of Railtrack Safety & Standards Directorate to Railway Safety.
Further incorporated into the standard is a new section, Part C 7.0, to cover the production and maintenance of a Continued Professional Development Log by approved signatories.

RST ASSESSMENT

Assessment of Rolling Stock for conformity with RGS (Previously known as Engineering Acceptance)
All documents in the Rolling Stock section of the Catalogue are relevant to this section but have not been duplicated here. This (Assessment) section also includes documents not forming part of the Rolling Stock section, but which contain mandatory requirements, guidance and other information relevant to the assessment of Rolling Stock for conformity with Railway Group Standards. See also Technical Notes in the Related Documents section.

Control Command and Signalling

GEGN8526 Iss 1
Guidance on Safety Requirements for Cab Signalling Systems

GEGN8618 Iss 1
Guidance on Mechanical Trainstop System

GERC8517 Iss 1
Recommendations for Systems for the Supervision of Enhanced Permissible Speeds and Tilt Enable

GERT8012 Iss 1
Controlling the Speed of Tilting Trains through Curves

GERT8015 Iss 1
Electromagnetic Compatibility between Railway Infrastructure and Trains

GERT8018 Iss 2
Mechanical Trainstop System Interface

GERT8019 Iss 1
Tilting Trains: Controlling Tilt Systems to Maintain Clearances

GERT8026 Iss 1
Safety Requirements for Cab Signalling Systems

GERT8060 Iss 2
Engineering Requirements for Dispatch of Trains from Platforms

GKRT0036 Iss 2
Transitions Between Signalling Systems

Plant

None

Infrastructure

GCRC5521 Iss 1
Calculation of Enhanced Permissible Speeds for Tilting Trains

GCRT5021 Iss 5
Track System Requirements

GEGN8573 Iss 3
Guidance on Gauging

GERT8006 Iss 2
Assessment of Compatibility of Rail Vehicle Weights and Underline Bridges

GERT8073 Iss 2
Requirements for the Application of Standard Vehicle Gauges

Traffic Operation and Management

None

Energy

GERT8023 Iss 1
Compatibility Between Electric Trains and Electrification Systems

GERT8025 Iss 1
Electrical Protective Provisions for Electrified Lines

GMRT1041 Iss 1
Warning Signs and Notices for Electrified Lines

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RAILWAY GROUP STANDARDS

GCRT5021 Iss 5 December 2011 (A)
Track System Requirements
This document mandates requirements for track geometry, track system, track components and switches and crossings (S&C) to provide for the safe guidance and support of rail vehicles.
This document contains 'open points', that is, requirements that have not yet been specified, but which are within scope of the document.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GCRT5033 Iss 2 December 2007 (A)
Terminal Tracks - Requirements for Buffer Stops, Arresting Devices and End Impact Walls
This document sets out requirements for buffer stops, arresting devices and end walls for terminal tracks.

GCRT5112 Iss 2 December 2008 (A)
Rail Traffic Loading Requirements for the Design of Railway Structures
This document sets out the minimum rail traffic loading requirements to be considered in the design of new, reconstructed, altered, and temporary railway structures.

GCRT5212 Iss 1 February 2003 (A)
Requirements for Defining and Maintaining Clearances
This document mandates requirements for monitoring and maintaining clearances. It also mandates requirements for new, altered and temporary infrastructure relating to clearances; gauging conditions for passage of exceptional loads; standard vehicle gauges; and data relating to gauging and clearances, to be provided to Railway Group members and their suppliers.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GERT8006 Iss 2 September 2010 (A)
Assessment of Compatibility of Rail Vehicle Weights and Underline Bridges
This document mandates specific requirements for the assessment of compatibility between the static load characteristics of rail vehicles and the capacity of underline bridges to carry the vertical static and dynamic loads imposed by the rail vehicles.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GERT8073 Iss 2 October 2009 (B)
Requirements for the Application of Standard Vehicle Gauges
The gauges defined in this document are not intended to be exhaustive. However, as new gauges are developed, they should be proposed for inclusion within this document to ensure consistent application by railway undertaking and infrastructure managers.

SUPERSEDED
GIRT7016 Iss 4 September 2010 (A)
Interface between Station Platforms, Track and Trains
This document mandates requirements for the design and maintenance of station platforms for their safe interface with trains.
Superseded by GIRT7016 Iss 5. Document ceases to be in force from June 2014.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

NEW
GIRT7016 Iss 5 March 2014 (A)
Interface between Station Platforms, Track and Trains
This document mandates requirements for the design and maintenance of station platforms for their safe interface with trains.
Supersedes GIRT7016 Iss 4. Document comes into force June 2014.

GIRT7019 Iss 2 September 2013 (A)
Requirements for Lighting in Railway Tunnels
This document mandates requirements for tunnel lighting systems. This document should be read in conjunction with the guidance note on the Safety in Railway Tunnels Technical Specification for Interoperability.

RAIL INDUSTRY STANDARDS

RIS-7700-INS Iss 2 June 2013 (A)
Rail Industry Standard for Station Infrastructure
This document has been published to provide a voluntary standard on station infrastructure, for infrastructure managers responsible for managing and operating stations to use if they so choose.

Uncontrolled When Printed

RIS-7701-INS Iss 1 March 2011 (A)
Rail Industry Standard for Automatic Ticket Gates at Stations
This document provides a voluntary standard on automatic ticket gates (ATGs) at stations, for the infrastructure managers responsible for managing and operating stations, to use if they so choose. It sets out requirements for planning, design, installation and commissioning and operation and management of ATGs.

RIS-7702-INS Iss 1 June 2013 (A)
Rail Industry Standard for Lighting at Stations
This document provides a standard on lighting at stations, for the infrastructure managers responsible for managing and operating stations, to use if they so choose.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

CODES OF PRACTICE

GCRC5521 Iss 1 June 2001 (B)
Calculation of Enhanced Permissible Speeds for Tilting Trains
This Railway Safety Approved Code of Practice sets out an approved method of calculating enhanced permissible speeds for tilting trains. It supports section 5.2.3 of Railway Group Standard GCRT5021 and section 6.1.5 of Railway Group Standard GERT8012. It also provides a means of meeting the requirement for an assessment of the risk of roll-over in gales set out in Railway Group Standard GMRT2142.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GCRC5633 Iss 2 December 2007 (A)
Recommendations for the Risk Assessment of Buffer Stops, Arresting Devices and End Impact Walls
This document gives details of a recommended method which, if followed, would meet the requirements of section 2.4 of Railway Group Standard GCRT5033 Terminal Tracks - Requirements for Buffer Stops, Arresting Devices and End Impact Walls to assess their adequacy.

GUIDANCE NOTES

GEGN8573 Iss 3 October 2009 (B)
Guidance on Gauging
This document provides information and advisory material in support of the application of the various Railway Group Standards covering gauging. It also provides background material on the original derivation of the vehicle gauges in common use, as well as a brief introduction to the UIC (International Union of Railways) method of gauge analysis in use throughout Europe (and mandated in the Technical Specifications for Interoperability).

GIGN7608 Iss 1 June 2013 (B)
Guidance on the Conventional Rail and High Speed Infrastructure Technical Specifications for Interoperability
This document gives guidance on interpreting the requirements of the Conventional Rail Infrastructure Technical Specification for Interoperability (CR INF TSI) and the High Speed Infrastructure Technical Specification for Interoperability (HS INF TSI), which can be misinterpreted due to ambiguity. This document also gives guidance to clarify terms that are particular to Great Britain (GB) and indicates where there are applicable specific cases.

SUPERSEDED
GIGN7616 Iss 1 December 2010 (B)
Guidance on Station Platform Geometry
This document gives guidance on interpreting the requirements of Railway Group Standard GIRT7016, relating to platform geometry and specifically supports parts 2, 3, 4, 5, 6, 7 and 11. There is no guidance to support Parts 8, 9, 10 and 12 of GIRT7016. Guidance is also set out on relevant Technical Specifications for Interoperability relating to platform geometry.
Superseded by GIGN7616 Iss 2. Document ceases to be in force from June 2014.

NEW
GIGN7616 Iss 2 March 2014 (A)
Guidance on Interface between Station Platforms, Track and Trains
This document gives guidance on interpreting the requirements of Railway Group Standard GIRT7016 – Interface between Station Platforms, Track and Trains, relating to platform geometry and specifically supports Parts 2, 3, 4, 5, 6, 7, 8, 9 and 11. It does not constitute a recommended method of meeting any set of mandatory requirements. There is no guidance to support GIRT7016 Part 10 and Part 12. Guidance is also given on the Persons with Reduced Mobility (PRM) Technical Specification for Interoperability (TSI), the High Speed Infrastructure TSI (HS INF TSI) and the CR INF TSI relating to platform geometry).
Supersedes GIGN7616 Iss 1. Document comes into force June 2014.

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GIGN7619 Iss 1 September 2013 (A)
Guidance on the Safety in Railway Tunnels Technical Specification for Interoperability
This document gives guidance on interpreting the requirements of the Safety in Railway Tunnels Technical Specification for Interoperability (SRT TSI). It specifically gives guidance on the requirements for the Infrastructure, Energy, Control Command and Signalling, and Rolling Stock sub systems. It does not constitute a recommended method of meeting any set of mandatory requirements.

MANUAL

None

FORMS

None

OTHER

None

RULEBOOK MODULES

GE/RT Rulebook Modules. Rule Books and associated forms are available from Willsons Printers, telephone: 01636 702334.

SUPERSEDED
GERT8000-AC Iss 2 September 2011 (W)
AC electrified lines
You will need this module if you carry out the duties of a train driver, guard, shunter, designated person (DP), signaller, crossing keeper or person in charge of sidings in AC electrified areas.
Superseded by GERT8000-AC Iss 3.
Document ceases to be in force from June 2014.

NEW
GERT8000-AC Iss 3 March 2014 (W)
AC electrified lines
You will need this module if you carry out the duties of a train driver, guard, shunter, designated person (DP), signaller, crossing keeper or person in charge of sidings in AC electrified areas.
Supersedes GERT8000-AC Iss 2.
Document comes into force June 2014.

WITHDRAWN
GERT8000-AM Iss 17 September 2013 (W)
AM Amendments modules
This module contains amendments to other Rule Book modules in the GERT8000 series. You will need this module if you are issued with any Rule Book module.
Document ceases to be in force from June 2014.

SUPERSEDED
GERT8000-DC Iss 2 September 2011 (W)
DC electrified lines
You will need this module if you carry out the duties of a train driver, guard, shunter, designated person (DP), signaller or crossing keeper in DC electrified areas.
Superseded by GERT8000-DC Iss 3.
Document ceases to be in force from June 2014.

NEW
GERT8000-DC Iss 3 March 2014 (W)
DC electrified lines
You will need this module if you carry out the duties of a train driver, guard, shunter, designated person (DP), signaller, crossing keeper and person in charge of sidings in DC electrified areas.
Supersedes GERT8000-DC Iss 2.
Document comes into force June 2014.

GERT8000-G1 ERTMS Iss 1 June 2013 (W)
General safety responsibilities and personal track safety responsibilities for non-track workers on ERTMS lines
You will need this module if you work on ERTMS lines and carry out the duties of a train driver, a guard, a shunter, a designated person (DP), a signaller or a crossing keeper.

SUPERSEDED
GERT8000-G1 Iss 4 April 2010 (W)
General safety responsibilities and personal track safety for non-track workers
You will need this module if you carry out the duties of a train driver, a guard, a shunter, a designated person (DP), a signaller or a crossing keeper.
Superseded by GERT8000-G1 Iss 5.
Document ceases to be in force from June 2014.

NEW
GERT8000-G1 Iss 5 March 2014 (W)
General safety responsibilities and personal track safety for non-track workers
You will need this module if you carry out the duties of a train driver, guard, shunter, designated person (DP) and a signaller or crossing keeper in General safety responsibilities and personal track safety for non-track workers.
Supersedes GERT8000-G1 Iss 4.
Document comes into force June 2014.

NEW
GERT8000-Gloss Iss 1 March 2014 (W)
Glossary of Railway Terminology
This document provides a glossary of railway terminology which is used within the Rule Book.
Supersedes GERT8000-Index Iss 17.
Document comes into force June 2014.

GERT8000-HB1 Iss 2 September 2011 (W)
General duties and track safety for track workers
This handbook is for those personnel who need to go on the operational railway to carry out their duties.

SUPERSEDED
GERT8000-HB10 Iss 1 September 2010 (W)
Duties of the COSS and person in charge when using a hand trolley
You will need this handbook if you are the COSS or person in charge when using a hand trolley.
Superseded by GERT8000-HB10 Iss 2.
Document ceases to be in force from June 2014.

NEW
GERT8000-HB10 Iss 2 March 2014 (W)
Duties of the COSS and person in charge when using a hand trolley
You will need this handbook if you are the COSS and person in charge when using a hand trolley.
Supersedes GERT8000-HB10 Iss 1.
Document comes into force June 2014.

GERT8000-HB11 ERTMS Iss 1 June 2013 (W)
Duties of the person in charge of the possession (PICOP) on ERTMS lines
You will need this handbook if you carry out the duties of the person in charge of the possession (PICOP) on ERTMS lines.

SUPERSEDED
GERT8000-HB11 Iss 2 September 2012 (W)
Duties of the person in charge of the possession (PICOP)
You will need this handbook if you carry out the duties of the PICOP.
Superseded by GERT8000-HB11 Iss 3.
Document ceases to be in force from June 2014.

NEW
GERT8000-HB11 Iss 3 March 2014 (W)
Duties of the person in charge of the possession (PICOP)
You will need this handbook if you carry out the duties of the PICOP.
Supersedes GERT8000-HB11 Iss 2.
Document comes into force June 2014.

GERT8000-HB12 ERTMS Iss 1 June 2013 (W)
Duties of the engineering supervisor (ES) on ERTMS lines
You will need this handbook if you carry out the duties of the engineering supervisor (ES) on ERTMS lines.

SUPERSEDED
GERT8000-HB12 Iss 2 September 2012 (W)
Duties of the engineering supervisor (ES)
You will need this handbook if you carry out the duties of the engineering supervisor.
Superseded by GERT8000-HB12 Iss 3.
Document ceases to be in force from June 2014.

NEW
GERT8000-HB12 Iss 3 March 2014 (W)
Duties of the engineering supervisor (ES)
You will need this handbook if you carry out the duties of the ES.
Supersedes GERT8000-HB12 Iss 2.
Document comes into force June 2014.

GERT8000-HB13 Iss 1 March 2011 (W)
Duties of the person in charge of the siding possession (PICOS)
You will need this handbook if you carry out the duties of a PICOS.

SUPERSEDED
GERT8000-HB14 Iss 1 March 2011 (W)
Duties of the person in charge of loading and unloading rail vehicles during engineering work
You will need this handbook if you carry out the duties of the person in charge of loading and unloading rail vehicles during engineering work.
Superseded by GERT8000-HB14 Iss 1.
Document ceases to be in force from June 2014.

NEW
GERT8000-HB14 Iss 2 March 2014 (W)
Duties of the person in charge of loading and unloading rail vehicles during engineering work
You will need this handbook if you carry out the duties of the person in charge of loading and unloading rail vehicles during engineering work.
Supersedes GERT8000-HB14 Iss 1.
Document comes into force June 2014.

GERT8000-HB15 ERTMS Iss 1 June 2013 (W)
Duties of the machine controller (MC) and on-track plant operator on ERTMS lines
You will need this handbook if you carry out the duties of the machine controller (MC) and on-track plant operator on ERTMS lines.

GERT8000-HB15 Iss 2 September 2012 (W)
Duties of the machine controller (MC) and on-track plant operator
You will need this handbook if you carry out the duties of the machine controller (MC) and on-track plant operator.

GERT8000-HB16 Iss 1 September 2011 (W)
AC electrified lines
This handbook is for those personnel who need to go on the operational railway in an AC electrified area to carry out their duties.

GERT8000-HB17 Iss 1 September 2011 (W)
DC electrified lines
This handbook is for those personnel who need to go on the operational railway in a DC electrified area to carry out their duties.

Uncontrolled When Printed

GERT8000-HB18 ERTMS Iss 1 June 2013 (W)
Duties of a level crossing attendant on ERTMS lines
You will need this handbook if you carry out the duties of a level crossing attendant on ERTMS lines.

SUPERSEDED
GERT8000-HB18 Iss 1 September 2011 (W)
Duties of a level crossing attendant
You will need this handbook if you carry out the duties of a level crossing attendant.
Superseded by GERT8000-HB18 Iss 1.
Document ceases to be in force from June 2014.

NEW
GERT8000-HB18 Iss 2 March 2014 (W)
Duties of a level crossing attendant
You will need this handbook if you carry out the duties of a level crossing attendant.
Supersedes GERT8000-HB18 Iss 1.
Document comes into force June 2014.

GERT8000-HB19 Iss 1 September 2013 (W)
Work on signalling equipment - duties of the signalling technician
You will need this handbook if you carry out the duties of a signalling technician.

GERT8000-HB2 Iss 1 April 2010 (W)
Instructions for track workers who use emergency protection equipment
This handbook is for those personnel who need to go on the operational railway to carry out their duties, and have been trained to carry out emergency protection. It does not apply to: train drivers, guards, shunters, signallers, crossing keepers and those who act as a designated person (DP).

GERT8000-HB3 Iss 2 September 2011 (W)
Duties of the lookout and site warden
This handbook is for those personnel who carry out duties of the lookout and site warden.

GERT8000-HB4 Iss 1 April 2010 (W)
Duties of a points operator and route-setting agent - moving and securing points by hand
This handbook is for points operators and route-setting agents who move and secure points by hand.

GERT8000-HB5 Iss 2 September 2011 (W)
Handsignalling duties
This handbook is for those personnel who carry out handsignalling duties.

SUPERSEDED
GERT8000-HB6 Iss 2 March 2012 (A)
General duties of an individual working alone (IWA)
You will need this handbook if you carry out the duties of an individual working alone. This Handbook has been updated to include new rules published in Handbook 11 and 12.
Superseded by GERT8000-HB6 Iss 3.
Document ceases to be in force from June 2014.

NEW
GERT8000-HB6 Iss 3 March 2014 (W)
General duties of an individual working alone (IWA)
You will need this handbook if you carry out the duties of an individual working alone (IWA).
Supersedes GERT8000-HB6 Iss 2.
Document comes into force June 2014.

SUPERSEDED
GERT8000-HB7 Iss 2 March 2012 (A)
General duties of a controller of site safety (COSS)
You will need this handbook if you carry out the duties of a controller of site safety (COSS).
Superseded by GERT8000-HB7 Iss 3.
Document ceases to be in force from June 2014.

NEW
GERT8000-HB7 Iss 3 March 2014 (W)
General duties of a controller of site safety (COSS)
You will need this handbook if you carry out the duties of a controller of site safety (COSS).
Supersedes GERT8000-HB7 Iss 2.
Document comes into force June 2014.

GERT8000-HB8 ERTMS Iss 1 June 2013 (W)
IWA, COSS or PC blocking an ERTMS line
You will need this handbook if you are an IWA, COSS or PC blocking an ERTMS line.

SUPERSEDED
GERT8000-HB8 Iss 2 March 2012 (A)
IWA, COSS or PC blocking a line
You will need this handbook if you carry out the duties of a IWA, COSS or PC blocking a line.
Superseded by GERT8000-HB8 Iss 3.
Document ceases to be in force from June 2014.

NEW
GERT8000-HB8 Iss 3 March 2014 (W)
IWA, COSS or PC blocking a line
You will need this handbook if you carry out the duties of a IWA, COSS or PC blocking a line.
Supersedes GERT8000-HB8 Iss 2.
Document comes into force June 2014.

GERT8000-HB9 ERTMS Iss 1 June 2013 (W)
IWA or COSS setting up safe systems of work within possessions on ERTMS lines
You will need this handbook if you are an IWA or COSS setting up safe systems of work within ERTMS possessions.

SUPERSEDED
GERT8000-HB9 Iss 2 March 2012 (A)
IWA or COSS setting up safe systems of work within possessions
You will need this handbook if you carry out the duties of a IWA or COSS setting up safe systems of work within possessions.
Superseded by GERT8000-HB9 Iss 3.
Document ceases to be in force from June 2014.

NEW
GERT8000-HB9 Iss 3 March 2014 (W)
IWA or COSS setting up safe systems of work within possessions
You will need this handbook if you carry out the duties of a IWA or COSS setting up safe systems of work within possessions.
Supersedes GERT8000-HB9 Iss 2.
Document comes into force June 2014.

SUPERSEDED
GERT8000-Index Iss 17 September 2013 (W)
Rule Book Index and Glossary
Entries in the index give references to modules / sections and handbook / sections. Where the reference is to a module or handbook that is largely devoted to the subject, that reference is in italics and contains the word module or handbook with no section details.
Superseded by GERT8000-Gloss Iss 1 in part.
Document ceases to be in force from June 2014.

GERT8000-Issue ERTMS Iss 2 December 2013 (A)
ERTMS Rule Book Module Issue History
The Rule Book briefing leaflet for ERTMS contains details of the three new modules introduced for ERTMS lines and four re-issued modules. This document is updated on an adhoc basis to align with any Rule Book (GERT8000ERTMS) changes.

SUPERSEDED
GERT8000-Issue HB Iss 4 September 2013 (W)
Rule Book handbook issue history
The Rule Book handbook issue history lists the current issue of each document.
Superseded by GERT8000-Issue HB Iss 5.
Document ceases to be in force from June 2014.

NEW
GERT8000-Issue HB Iss 5 March 2014 (W)
Rule Book Handbook Issue History
The Rule Book Handbook Issue History lists the current issue of each document.
Supersedes GERT8000-Issue HB Iss 4.
Document comes into force June 2014.

SUPERSEDED
GERT8000-Issue Iss 22 September 2013 (W)
Rule Book module issue history
The Rule Book module issue history lists the current issue of each document.
Superseded by GERT8000-Issue Iss 23.
Document ceases to be in force from June 2014.

NEW
GERT8000-Issue Iss 23 March 2014 (W)
Rule Book Module Issue History
The Rule Book Module Issue History lists the current issue of each document.
Supersedes GERT8000-Issue Iss 22.
Document comes into force June 2014.

GERT8000-M1 ERTMS Iss 1 June 2013 (W)
Dealing with a train accident or train evacuation on ERTMS lines
You will need this module if you carry out the duties of a driver, guard or signaller.

GERT8000-M1 Iss 2 March 2012 (A)
Dealing with a train accident or train evacuation
You will need this module if you carry out the duties of a guard, driver or signaller.

GERT8000-M2 ERTMS Iss 1 June 2013 (W)
Train stopped by train failure on ERTMS lines
You will need this module if you carry out the duties of a driver, signaller or pilotman.

GERT8000-M2 Iss 3 March 2012 (A)
Train stopped by train failure
You will need this module if you carry out the duties of a pilotman, driver or signaller.

GERT8000-M3 ERTMS Iss 1 June 2013 (W)
Managing incidents, floods and snow on ERTMS lines
You will need this module if you carry out the duties of a driver or signaller. You will also need this module if you are likely to be involved in or reporting a serious accident.

GERT8000-M3 Iss 1 March 2012 (A)
Managing incidents, floods and snow
You will need this module if you carry out the duties of a driver or signaller.

SUPERSEDED
GERT8000-OTM Iss 4 March 2011 (W)
Working of on-track machines (OTM)
You will need this module if you carry out the duties of a driver of an on-track machine, an operator of an on-track machine or a signaller.
Superseded by GERT8000-OTM Iss 5.
Document ceases to be in force from June 2014.

NEW
GERT8000-OTM Iss 5 March 2014 (W)
Working of on-track machines (OTM)
You will need this module if you carry out the duties of a driver of an on-track machine, an operator of an on-track machine or a signaller in Working of on-track machines (OTM).
Supersedes GERT8000-OTM Iss 4.
Document comes into force June 2014.

SUPERSEDED
GERT8000-P1 Iss 3 March 2012 (A)
Single line working
You will need this module if you carry out the duties of a pilotman, driver or signaller.
Superseded by GERT8000-P1 Iss 4.
Document ceases to be in force from June 2014.

NEW
GERT8000-P1 Iss 4 March 2014 (W)
Single line working
You will need this module if you carry out the duties of a driver, a pilotman or a signaller in single line working.
Supersedes GERT8000-P1 Iss 3.
Document comes into force June 2014.

GERT8000-P2 ERTMS Iss 2 June 2013 (W)
Working single and bi-directional ERTMS lines by pilotman
You will need this module if you carry out the duties of a driver, pilotman or signaller on ERTMS lines.

GERT8000-P2 Iss 3 March 2012 (A)
Working single and bi-directional lines by pilotman
You will need this module if you carry out the duties of a pilotman, driver or signaller.

SUPERSEDED
GERT8000-PoSA Iss 1 March 2011 (W)
Proceed-on-Sight Authority (PoSA)
These instructions are additional to all other Rule Book modules. They apply only where PoSA signals are provided. You will need this module if your duties require you to identify and understand the meaning of PoSA signals.
Superseded by GERT8000-PoSA Iss 2.
Document ceases to be in force from June 2014.

NEW
GERT8000-PoSA Iss 2 March 2014 (W)
Proceed-on-Sight Authority
You will need this module if your duties require you to identify and understand the meaning of PoSA signals
Supersedes GERT8000-PoSA Iss 1.
Document comes into force June 2014.

GERT8000-RBBL ERTMS Iss 2 December 2013 (B)
ERTMS Rule Book Briefing Leaflet
This Rule Book briefing leaflet for ERTMS contains details of the three new modules introduced for ERTMS lines and four re-issued modules. The ERTMS Rule Book briefing leaflet is updated on a adhoc basis to align with any Rule Book (GERT8000ERTMS) changes.

SUPERSEDED
GERT8000-RBBL Iss 25 September 2013 (W)
Rule Book briefing leaflet
The Rule Book briefing leaflet is updated on a six monthly basis to align with any Rule Book (GERT8000) changes within that period.
Superseded by GERT8000-RBBL Iss 26.
Document ceases to be in force from June 2014.

NEW
GERT8000-RBBL Iss 26 March 2014 (W)
Rule Book Briefing Leaflet
The Rule Book Briefing Leaflet contains details of the changes made to the Rule Book (GERT8000) that come into force in June 2014.
Supersedes GERT8000-RBBL Iss 25.
Document comes into force June 2014.

GERT8000-S4 ERTMS Iss 2 December 2013 (A)
Trains or shunting movements detained, or vehicles left on ERTMS running lines
This module has been issued, taking into consideration amendments to the relevant national Rule Book (GERT8000), ERTMS Amendments module (GERT800-AM ERTMS) and Network Rail Western Route ERTMS Periodic Operating Notice (PON) supplement. You will need this module if you work on an ERTMS line and carry out the duties of a driver or signaller.

GERT8000-S4 Iss 4 September 2013 (W)
Trains or shunting movements detained on running lines
You will need this module if you carry out the duties of a driver, shunter or signaller.

GERT8000-S5 ERTMS Iss 2 December 2013 (A)
Passing an end of authority (EOA) without a movement authority (MA)
This module has been issued, taking into consideration amendments to the relevant national Rule Book (GERT8000), ERTMS Amendments module (GERT8000-AM ERTMS) and Network Rail Western Route ERTMS Periodic Operating Notice (PON) supplement. You will need this module if you work on an ERTMS line and carry out the duties of a driver or signaller.

GERT8000-S5 Iss 4 September 2013 (W)
Passing a signal at danger
You will need this module if you carry out the duties of a driver, guard, shunter or signaller. You will also need this module if you carry out the duties of a competent person for temporary block working.

GERT8000-S6 ERTMS Iss 2 December 2013 (A)
ERTMS cab signalling
This module has been issued, taking into consideration amendments to the relevant national Rule Book (GERT8000), ERTMS Amendments module (GERT8000-AM ERTMS) and Network Rail Western Route ERTMS Periodic Operating Notice (PON) supplement. You will need this module if you work on an ERTMS line and carry out the duties of a driver, shunter, signaller or person controlling train movements.

GERT8000-S7 Iss 1 September 2013 (W)
Observing and obeying fixed signals: Train warning systems: Reporting signalling failures and irregularities
You will need this module if you carry out the duties of a driver, person controlling train movements, shunter or signaller.

GERT8000-SP ERTMS Iss 2 December 2013 (A)
Speeds (ERTMS lines)
This module has been issued, taking into consideration amendments to the relevant national Rule Book (GERT8000), ERTMS Amendments module (GERT8000-AM ERTMS) and Network Rail Western Route ERTMS Periodic Operating Notice (PON) supplement. You will need this module if you work on an ERTMS line and carry out the duties of a driver, signaller or train preparer.

GERT8000-SP Iss 4 September 2013 (W)
Speeds
You will need this module if you carry out the duties of a driver, signaller or train preparer.

GERT8000-SS1 ERTMS Iss 1 September 2013 (A)
Station duties and train dispatch on ERTMS lines
You will need this module if, on ERTMS lines, you carry out the duties of a driver, a guard, a person in charge (PIC) of platform and staff responsible for train dispatch or the safety of the public and staff on stations.

GERT8000-SS1 Iss 3 March 2013 (W)
Station duties and train dispatch
You will need this module if you carry out the duties of a driver, a guard, a person in charge (PIC) of platform or staff responsible for train dispatch or the safety of the public and staff on stations.

GERT8000-SS2 ERTMS Iss 1 September 2013 (W)
Shunting on ERTMS lines
You will need this module if, on ERTMS lines, you carry out the duties of a driver, shunter or signaller.

GERT8000-SS2 Iss 3 March 2013 (W)
Shunting
You will need this module if you carry out the duties of a driver, shunter or signaller.

SUPERSEDED
GERT8000-T10 Iss 2 September 2010 (W)
Duties of a designated person (DP) and people working on rail vehicles
You will need this module if you carry out the duties of a designated person and people working on a rail vehicle.
Superseded by GERT8000-T10 Iss 3.
Document ceases to be in force from June 2014.

Uncontrolled When Printed

NEW
GERT8000-T10 Iss 3 March 2014 (W)
Duties of a designated person (DP) and people working on rail vehicles
You will need this module if you carry out the duties of a designated person and people working on a rail vehicle.
Supersedes GERT8000-T10 Iss 2.
Document comes into force June 2014.

GERT8000-T3 ERTMS Iss 2 June 2013 (W)
Possession of an ERTMS running line for engineering work
You will need this module if you carry out the duties of a driver or signaller on ERTMS lines.

SUPERSEDED
GERT8000-T3 Iss 3 March 2011 (W)
Possession of a running line for engineering work
You will need this module if you carry out the duties of a driver or a signaller.
Superseded by GERT8000-T3 Iss 4.
Document ceases to be in force from June 2014.

NEW
GERT8000-T3 Iss 4 March 2014 (W)
Possession of a running line for engineering work
You will need this module if you carry out the duties of a driver or a signaller in possession of a running line for engineering work.
Supersedes GERT8000-T3 Iss 3.
Document comes into force June 2014.

GERT8000-TS1 ERTMS Iss 1 June 2013 (W)
General signalling regulations ERTMS
You will need this module if you carry out the duties of a signaller on ERTMS lines.

SUPERSEDED
GERT8000-TS1 Iss 7 September 2012 (W)
General signalling regulations
You will need this module if you carry out the duties of a signaller.
Superseded by GERT8000-TS1 Iss 8.
Document ceases to be in force from June 2014.

NEW
GERT8000-TS1 Iss 8 March 2014 (W)
General signalling regulations
You will need this module if you carry out the duties of a signaller in charge of sidings in general signalling regulations.
Supersedes GERT8000-TS1 Iss 7.
Document comes into force June 2014.

GERT8000-TS10 ERTMS Iss 2 June 2013 (W)
ERTMS level 2 train signalling regulations
Regulations for train signalling by the European rail traffic management system (ERTMS). You will need this module if you carry out the duties of a signaller in an ERTMS Level 2 area without lineside signalling.

GERT8000-TS11 ERTMS Iss 1 December 2013 (A)
Failure of, or work on, signalling equipment on ERTMS lines - Signallers regulations
This module has been issued, taking into consideration amendments to the relevant national Rule Book (GERT8000), ERTMS Amendments module (GERT8000-AM ERTMS) and Network Rail Western Route ERTMS Periodic Operating Notice (PON) supplement. You will need this module if, on ERTMS lines, you carry out the duties of a signaller.

GERT8000-TS11 Iss 1 September 2013 (W)
Failure of, or work on, signalling equipment - signallers' regulations
You will need this module if you carry out the duties of a signaller.

SUPERSEDED
GERT8000-TS2 Iss 3 September 2012 (W)
Track circuit block regulations
Rule Book module GERT8000-TS2 sets out the requirements for signallers operating signalling equipment under the track circuit block method of signalling.
Superseded by GERT8000-TS2 Iss 4.
Document ceases to be in force from June 2014.

NEW
GERT8000-TS2 Iss 4 March 2014 (W)
Track circuit block regulations
You will need this module if you carry out the duties of a signaller in a track circuit block area.
Supersedes GERT8000-TS2 Iss 3.
Document comes into force June 2014.

SUPERSEDED
GERT8000-TS3 Iss 4 September 2012 (W)
Absolute block regulations
Rule Book module GERT8000-TS3 sets out the requirements for signallers operating signalling under the absolute block method of signalling.
Superseded by GERT8000-TS3 Iss 5.
Document ceases to be in force from June 2014.

NEW
GERT8000-TS3 Iss 5 March 2014 (W)
Absolute block regulations
You will need this module if you carry out the duties of a signaller in an absolute block area.
Supersedes GERT8000-TS3 Iss 4.
Document comes into force June 2014.

GERT8000-TS4 Iss 3 September 2012 (W)
Electric token block regulations
Rule Book module GERT8000-TS4 sets out the requirements for signallers operating signalling equipment under the electric token block method of signalling.

SUPERSEDED
GERT8000-TS5 Iss 3 September 2012 (W)
Tokenless block regulations
Rule Book module GERT8000-TS5 sets out the requirements for signallers operating signalling equipment under the tokenless block method of signalling.
Superseded by GERT8000-TS5 Iss 4.
Document ceases to be in force from June 2014.

NEW
GERT8000-TS5 Iss 4 March 2014 (W)
Tokenless block regulations
You will need this module if you carry out the duties of a signaller in a tokenless block area.
Supersedes GERT8000-TS5 Iss 3.
Document comes into force June 2014.

SUPERSEDED
GERT8000-TS7 Iss 3 September 2012 (W)
No-signaller token regulations
Rule Book module GERT8000-TS7 sets out the requirements for signallers operating signalling equipment under the no-signaller token method of signalling.
Superseded by GERT8000-TS7 Iss 4.
Document ceases to be in force from June 2014.

NEW
GERT8000-TS7 Iss 4 March 2014 (W)
No-signaller token regulations
You will need this module if you carry out the duties of a signaller in a no-signaller token area. You will also need module TS8 - One-train working regulations.
Supersedes GERT8000-TS7 Iss 3.
Document comes into force June 2014.

SUPERSEDED
GERT8000-TS8 Iss 3 September 2012 (W)
One-train working regulations
Rule Book module GERT8000-TS8 sets out the requirements for signallers operating signalling equipment under the one train working method of signalling.
Superseded by GERT8000-TS8 Iss 4.
Document ceases to be in force from June 2014.

NEW
GERT8000-TS8 Iss 4 March 2014 (W)
One-train working regulations
You will need this module if you carry out the duties of a signaller in a one-train working area, whether or not a train staff is provided, and a no-signaller token area.
Supersedes GERT8000-TS8 Iss 3.
Document comes into force June 2014.

GERT8000-TS9 ERTMS Iss 1 June 2013 (W)
Level crossings - signallers' regulations ERTMS
You will need this module if you carry out the duties of a signaller on an ERTMS line in an area where there is a level crossing.

SUPERSEDED
GERT8000-TS9 Iss 2 September 2011 (W)
Level crossings - signallers' regulations
You will need this module if you carry out the duties of a signaller in an area where there is a level crossing.
Superseded by GERT8000-TS9 Iss 3.
Document ceases to be in force from June 2014.

NEW
GERT8000-TS9 Iss 3 March 2014 (W)
Level crossings - signallers' regulations
You will need this module if you carry out the duties of a signaller in an area where there is a level crossing.
Supersedes GERT8000-TS9 Iss 2.
Document comes into force June 2014.

GERT8000-TW1 ERTMS Iss 1 December 2013 (B)
Preparation and movement of trains on ERTMS lines
This module has been issued, taking into consideration amendments to the relevant national Rule Book (GERT8000), ERTMS Amendments module (GERT8000-AM ERTMS) and Network Rail Western Route ERTMS Periodic Operating Notice (PON) supplement. You will need this module if, on ERTMS lines, you carry out the duties of a driver, guard, shunter, signaller or train preparer.

GERT8000-TW1 Iss 9 September 2013 (W)
Preparation and movement of trains
You will need this module if you carry out the duties of a driver, guard, shunter, signaller or train preparer.

GERT8000-TW5 ERTMS Iss 1 December 2013 (B)
Preparation and movement of trains on ERTMS lines: Defective or isolated vehicles and on-train equipment
This module has been issued, taking into consideration amendments to the relevant national Rule Book (GERT8000), ERTMS Amendments module (GERT8000-AM ERTMS) and Network Rail Western Route ERTMS Periodic Operating Notice (PON) supplement. You will need this module if, on ERTMS lines, you carry out the duties of a driver, guard, signaller or train preparer.

There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

SUPERSEDED
GERT8000-TW5 Iss 4 September 2013 (W)
Preparation and movement of trains. Defective or isolated vehicles and on-train equipment
You will need this module if you carry out the duties of a driver, guard, signaller or train preparer.
Superseded by GERT8000-TW5 Iss 5.
Document ceases to be in force from June 2014.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

NEW
GERT8000-TW5 Iss 5 March 2014 (W)
Preparation and movement of trains. Defective or isolated vehicles and on-train equipment
You will need this module if you carry out the duties of a driver, a guard, a signaller or a train preparer.
Supersedes GERT8000-TW5 Iss 4.
Document comes into force June 2014.

GERT8000-TW7 ERTMS Iss 1 June 2013 (W)
Wrong-direction movements on ERTMS lines
You will need this module if you carry out the duties of a driver or signaller on ERTMS lines.

SUPERSEDED
GERT8000-TW7 Iss 3 March 2012 (A)
Wrong-direction movements
You will need this module if you carry out the duties of a driver or signaller.
Superseded by GERT8000-TW7 Iss 4.
Document ceases to be in force from June 2014.

NEW
GERT8000-TW7 Iss 4 March 2014 (W)
Wrong-direction movements
You will need this module if you carry out the duties of a driver or a signaller.
Supersedes GERT8000-TW7 Iss 3.
Document comes into force June 2014.

GERT8000-TW8 ERTMS Iss 2 June 2013 (W)
Level crossings on ERTMS lines - driver's instructions
You will need this module if you carry out the duties of a driver on ERTMS lines.

SUPERSEDED
GERT8000-TW8 Iss 5 September 2011 (W)
Level crossings - drivers' instructions
You will need this module if you carry out the duties of a driver.
Superseded by GERT8000-TW8 Iss 6.
Document ceases to be in force from June 2014.

NEW
GERT8000-TW8 Iss 6 March 2014 (W)
Level crossings - drivers' instructions
You will need this module if you carry out the duties of a driver.
Supersedes GERT8000-TW8 Iss 5.
Document comes into force June 2014.

RAILWAY GROUP STANDARDS

SUPERSEDED
GERT8001 Iss 41 March 2014 (A)
Changes to National Operations Publications for March 2014
This document has been re-issued, taking into consideration amendments to National Operations Publications.
Superseded by GERT8001 Iss 42.
Document ceases to be in force from June 2014.

NEW
GERT8001 Iss 42 June 2014 (A)
Changes to National Operations Publications for June 2014
This document is primarily used to publish minor changes to National Operations Publications.
Supersedes GERT8001 Iss 41.
Document comes into force June 2014.

GERT8040 Iss 2 February 2009 (A)
Low Adhesion between the Wheel and the Rail-Managing the Risk
This document mandates the actions required to identify and plan the mitigation of conditions of low adhesion between the wheel and the rail.

GERT8046 Iss 2 October 2007 (A)
Spoken Safety Communications
This document defines the requirements for spoken safety communications between people employed by the infrastructure manager and railway undertakings, specifically regarding the safe movement of trains.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GERT8047 Iss 6 December 2013 (A)
Reporting of Safety Related Information
GERT8047 mandates requirements for reporting safety related information by means of the Safety Management Information System (SMIS), so that reliable safety data is collected, analysed and made available for use by rail industry parties in the management of risk. It applies to Transport Undertakings (Infrastructure Manager and Railway Undertakings).

GERT8054 Iss 2 September 2011 (A)
Management of Shared Information Systems
This document mandates joint responsibility of infrastructure managers and railway undertakings to determine whether or not a system has material safety implications, and if it does whether it is also a shared system. In this case, each infrastructure manager and railway undertaking shall report the material safety implication that they have identified to the System Management Group (SMG) they belong to.

GERT8070 Iss 3 December 2012 (A)
Testing Railway Safety Critical Workers for Drugs and Alcohol
GERT8070 mandates common requirements for drug and alcohol testing of staff carrying out safety critical work to be applied by the infrastructure manager and railway undertakings. GERT8070 is supported by guidance material found in GEGN8570.

GERT8217 Iss 3 December 2009 (A)
Introduction and Use of Axle Counters - Managing the Risk
This document mandates requirements for managing the introduction and use of axle counters so that operational risks are controlled during planning, implementation and operational stages.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GORT3053 Iss 4 March 2013 (A)
Working Manual for Rail Staff Handling and Carriage of Dangerous Goods - Contents and Glossary
This working manual is for the use of all staff concerned with the classification, acceptance, identification, marshalling, movement and loading of dangerous goods. This document was previously published as GORM3053 and is now renumbered to GORT3053 to align it with other sections contained within this manual.

GORT3053-1 Iss 6 March 2013 (A)
Working Manual for Rail Staff Handling and Carriage of Dangerous Goods - Appendix 1 - List of Dangerous Goods with their United Nations Number, Dangerous Goods Class and TOPS Commodity Code
The Working Manual for Rail Staff Handling and Carriage of Dangerous Goods is for the use of all staff concerned with the classification, acceptance, identification, marshalling, movement and loading of dangerous goods. This section is carried forward as Appendix 1, with a revised document reference of GORT3053-1.

GORT3053-2 Iss 5 March 2013 (A)
Working Manual for Rail Staff Handling and Carriage of Dangerous Goods - Appendix 2 - Bulk Traffic Dangerous Goods, Wagon and Container Separation Distance Requirements / Prohibitions
The Working Manual for Rail Staff Handling and Carriage of Dangerous Goods is for the use of all staff concerned with the classification, acceptance, identification, marshalling, movement and loading of dangerous goods. This document is carried forward as Appendix 2, with a revised document reference of GORT3053-2.

GORT3053-A Iss 4 March 2013 (A)
Working Manual for Rail Staff Handling and Carriage of Dangerous Goods - Classification, Acceptance and Identification
The Working Manual for Rail Staff Handling and Carriage of Dangerous Goods is for the use of all staff concerned with the classification, acceptance, identification, marshalling, movement and loading of dangerous goods.
This section has been updated to align with the International Carriage of Dangerous Goods by Rail (RID). In addition, the Dangerous Goods Working Group (DGWG) established that it would be beneficial to make some minor changes to this section, specifically A3.1 relating to the use of the dummy UN number 8989. This amendment is not intended to change the circumstances in which UN8989 should be used, but is intended to improve the clarity of the instruction.

GORT3053-B Iss 4 March 2013 (A)
Working Manual for Rail Staff Handling and Carriage of Dangerous Goods - Hazard Identification
The Working Manual for Rail Staff Handling and Carriage of Dangerous Goods is for the use of all staff concerned with the classification, acceptance, identification, marshalling, movement and loading of dangerous goods. This section has been updated to align with the International Carriage of Dangerous Goods by Rail (RID).

GORT3053-C Iss 4 March 2013 (A)
Working Manual for Rail Staff Handling and Carriage of Dangerous Goods - Marshalling, Movement and Loading
The Working Manual for Rail Staff Handling and Carriage of Dangerous Goods is for the use of all staff concerned with the classification, acceptance, identification, marshalling, movement and loading of dangerous goods.
This document has been amended to permit the movement of toxic gases not in bulk in driver only operated trains.

GORT3053-D Iss 3 September 2011 (W)
Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section D - Dangerous Goods Facility Instructions
Section D of the Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods.

GORT3053-E Iss 3 September 2011 (W)
Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section E - NOT USED
Section E of the Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods is no longer used.

GORT3053-F Iss 5 March 2013 (A)
Working Manual for Rail Staff Handling and Carriage of Dangerous Goods - Fires and Incidents Involving Dangerous Goods
The Working Manual for Rail Staff Handling and Carriage of Dangerous Goods is for the use of all staff concerned with the classification, acceptance, identification, marshalling, movement and loading of dangerous goods.
This document has been amended to permit the movement of toxic gases not in bulk on driver only operated trains.

GORT3053-G Iss 3 September 2011 (W)
Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section G - Emergency Transhipment of Dangerous Goods
Section G of the Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods.

GORT3053-PPBL Iss 2 March 2013 (A)
Pink pages Briefing leaflet
The Working Manual for Rail Staff Handling and Carriage of Dangerous Goods is for the use of all staff concerned with the classification, acceptance, identification, marshalling, movement and loading of dangerous goods.
The Pink pages Briefing leaflet contains details on the changes made to the working for rail staff handling and carriage of dangerous goods in June 2013.
This document was first issued as GERT8000-PPBL and has now been renumbered GORT3053-PPBL to correctly align it with the GORT3053 Working Manual.

GORT3056 Iss 3 March 2013 (A)
Working Manual for Rail Staff Freight Train Operations - Contents and Glossary
This working manual is for the use of all staff concerned with the acceptance, planning, handling, conveyance, marshalling and movement of freight traffic.
This document was previously published as GORM3056 and is now renumbered to GORT3056 to align with other sections contained within this manual.

GORT3056-1 Iss 2 March 2013 (A)
Working Manual for Rail Staff Freight Train Operations - Appendix 1 - Conversion Chart SLUs - Metres - Feet
The Working Manual for Rail Staff Freight Train Operations (White Pages) is for the use of all staff concerned with the acceptance, planning, handling, conveyance, marshalling and movement of freight traffic.
This section is carried forward as Appendix 1 with a revised reference of GORT3056-1.

GORT3056-2 Iss 2 March 2013 (A)
Working Manual for Rail Staff Freight Train Operations - Appendix 2 - Exceptional Load Code Words
The Working Manual for Rail Staff Freight Train Operations (White Pages) is for the use of all staff concerned with the acceptance, planning, handling, conveyance, marshalling and movement of freight traffic.
This document is carried forward as Appendix 2, with the addition of the code words relating to out-of-gauge loads, with a revised document reference of GORT3056-2.

GORT3056-3 Iss 1 March 2013 (A)
Working Manual for Rail Staff Freight Train Operations - Appendix 3 - Exceptional Load RT3973 Forms
The Working Manual for Rail Staff Freight Train Operations (White Pages) is for the use of all staff concerned with the acceptance, planning, handling, conveyance, marshalling and movement of freight traffic.
This is a new appendix showing examples of the various Exceptional Load RT3973 forms.

GORT3056-B Iss 3 March 2013 (A)
Working Manual for Rail Staff Freight Train Operations - Marshalling and Composition of Freight Trains
The Working Manual for Rail Staff Freight Train Operations (White Pages) is for the use of all staff concerned with the acceptance, planning, handling, conveyance, marshalling and movement of freight traffic.
The requirement for the automatic brake to be operative on the last three vehicles of every freight train is revised to the brake requiring to be operative on the last vehicle only. Additionally, the brake force on that vehicle must not be less than the brake force required (as shown in Table E1) for a train of the weight equivalent to the one fitted vehicle and any piped-only vehicles marshalled immediately ahead of it.

GORT3056-C Iss 3 March 2013 (A)
Working Manual for Rail Staff Freight Train Operations - Principles of Safe Freight Train Operation
The Working Manual for Rail Staff Freight Train Operations (White Pages) is for the use of all staff concerned with the acceptance, planning, handling, conveyance, marshalling and movement of freight traffic.
The re-issue of the White Pages, the engineering supervisor (ES) will no longer be required to sign or retain a copy of the completed certificate to indicate that the wagons are fit to travel. However, the ES will still be required to sign the certificate if on-track machines are to be conveyed from site in a freight train to indicate that they are fit to travel.

GORT3056-D Iss 3 March 2013 (A)
Working Manual for Rail Staff Freight Train Operations - Defective Vehicles
The Working Manual for Rail Staff Freight Train Operations (White Pages) is for the use of all staff concerned with the acceptance, planning, handling, conveyance, marshalling and movement of freight traffic.
Some of the contents of this section are covered by GORT3053, with the remainder retained in this section. Defective vehicle labels are now mandated in GORT3436 Information for Safe Train Operation.

GORT3056-E Iss 3 March 2013 (A)
Working Manual for Rail Staff Freight Train Operations - Movement of Freight Trains
The Working Manual for Rail Staff Freight Train Operations (White Pages) is for the use of all staff concerned with the acceptance, planning, handling, conveyance, marshalling and movement of freight traffic.
The working instructions for Merry-go-Round (MGR) trains in section E7 are withdrawn along with Table E2, as they no longer operate on the GB main line railway. Forms RT3973xxx are now within the new GORT3056-3.

GORT3056-J Iss 2 March 2013 (A)
Working Manual for Rail Staff Freight Train Operations - Intermodal Traffic
The Working Manual for Rail Staff Freight Train Operations (White Pages) is for the use of all staff concerned with the acceptance, planning, handling, conveyance, marshalling and movement of freight traffic.
This section is retained except for J8 which is a matter for individual companies' instructions.

GORT3056-K Iss 2 March 2013 (A)
Working Manual for Rail Staff Freight Train Operations - Vehicles Requiring Special Conditions of Travel
The Working Manual for Rail Staff Freight Train Operations (White Pages) is for the use of all staff concerned with the acceptance, planning, handling, conveyance, marshalling and movement of freight traffic.

GORT3118 Iss 1 October 2008 (A)
Incident Response Planning & Management
This document identifies interface requirements for enabling a consistent, comprehensive and structured process for rail incident response planning and management.

GORT3119 Iss 3 December 2012 (A)
Accident and Incident Investigation
GORT3119 mandates requirements for the investigation of accidents and incidents involving more than one duty holder so that system improvements necessary to prevent or reduce the likelihood of recurrence, or mitigate the consequences, are identified and implemented. GORT3119 is supported by guidance material found in GOGN3519.

GORT3208 Iss 3 August 2007 (A)
Arrangements Concerning the Non-operation of Track Circuits During the Leaf Fall Contamination Period
This document mandates the means of identifying the need for, introduction and subsequent removal of, restrictions to normal operations in the event of significant problems being encountered during the Autumn leaf fall period.

GORT3215 Iss 2 June 2010 (A)
Requirements for the Weekly Operating Notice, Periodical Operating Notice and Sectional Appendix
This document mandates requirements for the production of information related to engineering work, alterations to track and signalling arrangements, local operating instructions and localised amendments to National Operations Publications.
This document contains requirements that are amended under the Railway Group Standards Code (Issue Three) as a small scale change. Reference to the amended requirements is made in the Issue Record. All other parts of the document are unchanged from the previous issue.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GORT3279 Iss 8 December 2013 (A)
High Visibility Clothing
This document mandates minimum requirements for high visibility clothing that is to be provided for wearing by people when on the lineside or on or near the line.

GORT3350 Iss 5 December 2011 (A)
Communication of Urgent Operating Advice
This document defines the requirements for reporting and disseminating urgent operating safety information arising from operating incidents, equipment defects and misunderstanding of operating rules, regulations or instructions.
GORT3350 issue five replaces issue four (small scale change). The amendment is limited to the addition of non-mandatory Appendix A to provide guidance on section 2.2.1 of the standard.

GORT3407 Iss 2 December 2009 (A)
Train Operation - Exceptional Load Documentation
This document mandates requirements for the production of information for the carriage of exceptional loads by freight train.

GORT3413 Iss 1 August 2008 (A)
Provision of Information and Signs for Access on the Railway
This document sets out requirements for provision of information about access to and alongside the railway. It specifies where operational safety signs for personnel on or near the lineside are required.

GORT3421 Iss 3 December 2009 (A)
Dangerous Goods - Rail Conditions of Acceptance
This document mandates additional requirements for the carriage of dangerous goods by rail in Great Britain.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GORT3436 Iss 3 March 2013 (A)
Information for Safe Train Operation
GORT3436 Information for Safe Train Operation mandates requirements for information to be provided by the railway undertaking to the infrastructure manager regarding train running on Network Rail managed infrastructure. It also mandates requirements for the labelling of defective vehicles.

GORT3437 Iss 7 September 2013 (A)
Defective On-Train Equipment
This document mandates the requirements relating to the production of contingency plans, which have to be applied when on-train equipment becomes defective. It applies to all trains being brought into service, and to those in service, on Network Rail managed infrastructure.

GORT3440 Iss 2 October 2009 (A)
Steam Locomotive Operation
This document mandates risk control measures to manage the operation of steam locomotives on Network Rail managed infrastructure.

SUPERSEDED
GORT3451 Iss 3 December 2011 (A)
Train Movement - Staff Suitability and Fitness Requirements
GORT3451 issue three replaces issue two (small scale change). The amendments are to clarify who is covered by the requirement in sections 2.1 and 2.3, to change 'general medical examinations' to 'medical examinations' in section 2.1, to change title of 2.1.2 from 'general medical examinations' to 'general health' and to update the definitions and references.
Superseded by in part GORT3451 Iss 4 and in part GORT3452 Iss 1. Document ceases to be in force from September 2014.

NEW
GORT3451 Iss 4 June 2014 (A)
Train Drivers - Suitability and Medical Fitness
This document mandates the medical fitness requirements for train drivers
Supersedes GORT3451 Iss 3 in part.
Document comes into force September 2014.

NEW
GORT3452 Iss 1 June 2014 (A)
Train Movement - Medical Fitness Requirements
This document mandates the medical fitness requirements for persons whose duties include train dispatch, shunting or travelling as a competent person with a train driver.
Supersedes GORT3451 Iss 3 in part.
Document comes into force September 2014.

GORT3600 Iss 2 October 2009 (A)
Requirements for Operational Security Response Planning
This document mandates requirements for the production and co-ordination of procedures for the management of operational security.

FORMS AND CERTIFICATES

Mandated by the Rule Book
Below are details of the forms and certificates mandated by the Rule Book and other operating publications. The document requiring the use of these forms will indicate the current version. Prices for the forms & certificates are available from Willsons Printers unless specified, telephone: 01636 702334. Forms can be found on RGSonline. All the 'forms' from the Personalised Rule Book series (GORT3000) have been re-issued in the same 'stand alone' format following their amalgamation into the Modular Rule Book (GERT8000). The only alterations being that any references on the forms have been amended to refer to the Modular Rule Book sections. There is no change to the technical content or the layout of the forms.

Form RT3112 12-03 December 2003
Blocking of Lines for Electric Traction Purposes - AE Form
This form is used by an Electrical Control Operator (ECO) to record details of an isolation of the AC overhead lines. An example of this form is found in Rule Book module AC2.

Form RT3113 12-03 December 2003
Blocking of Lines for Electric Traction Purposes - AT Form
This form is used to record details of an isolation of the AC overhead lines. An example of this form is found in Rule Book module AC2.

Form RT3114 12-03 December 2003
Blocking of Lines for Electric Traction Purpose - AS Form
This form is used to record details of an isolation of the AC overhead lines.

Form RT3116 06-07 June 2007
Overhead Line Permit
Form RT3116 has been updated in line with changes published in module AC2, AC electrified lines: Working on or near to the OLE.

SUPERSEDED
Form RT3119-A Iss 6 December 2012
Provisional SPAD Data Collection Form RT3119-A (Infrastructure Manager)
Infrastructure managers and railway undertakings shall use the GORT3119 designated Provisional SPAD Data Collection forms when investigating signals passed at danger incidents. The RT3119 A or C forms are for infrastructure managers, and the RT3119 B or D forms are for railway undertakings. A Word version of this file is available on the SPAD page of RSSB's website: http://www.rssb.co.uk/Library/risk-analysis-and-safety-reporting/2014-form-spad-gort3119-a.zip. Users should note that both the PDF and MS Word versions are identical in content. Further details of the key changes can be found on the briefing note see link: http://www.rgsonline.co.uk/Briefing_Notes/12%20BN23.pdf
Superseded by Form RT3119-A Iss 7.
Document ceases to be in force from September 2014.

NEW
Form RT3119-A Iss 7 June 2014
Provisional SPAD Data Collection Form (Infrastructure Manager)
Infrastructure managers and railway undertakings shall use the GORT3119 designated Provisional SPAD Data Collection forms when investigating signals passed at danger incidents.
For more information on the key changes please refer to the briefing note:
http://www.rgsonline.co.uk/Briefing_Notes/14%20BN08.pdf
Supersedes Form RT3119-A Iss 6.
Document comes into force September 2014.

SUPERSEDED
Form RT3119-B Iss 6
December 2012
Provisional SPAD Data Collection Form RT3119-B (Railway Undertaking)
Infrastructure managers and railway undertakings shall use the GORT3119 designated Provisional SPAD Data Collection forms when investigating signals passed at danger incidents. The RT3119 A or C forms are for infrastructure managers, and the RT3119 B or D forms are for railway undertakings. A Word version of this file is available on the SPAD page of RSSB's website:
http://www.rssb.co.uk/Library/risk-analysis-and-safety-reporting/2014-form-spad-gort3119-b.zip. Users should note that both the PDF and MS Word versions are identical in content.
Further details of the key changes can be found on the briefing note see link:
http://www.rgsonline.co.uk/Briefing_Notes/12%20BN23.pdf
Superseded by Form RT3119-B Iss 7.
Document ceases to be in force from September 2014.

NEW
Form RT3119-B Iss 7 June 2014
Provisional SPAD Data Collection Form (Railway Undertaking)
Infrastructure managers and railway undertakings shall use the GORT3119 designated Provisional SPAD Data Collection forms when investigating signals passed at danger incidents.
For more information on the key changes please refer to the briefing note:
http://www.rgsonline.co.uk/Briefing_Notes/14%20BN08.pdf
Supersedes Form RT3119-B Iss 6.
Document comes into force September 2014.

SUPERSEDED
Form RT3119-C Iss 1
December 2012
Provisional ERTMS SPAD Data Collection Form RT3119-C (Infrastructure Manager)
Infrastructure managers and railway undertakings shall use the GORT3119 designated Provisional SPAD Data Collection forms when investigating signals passed at danger incidents. The RT3119 A or C forms are for infrastructure managers, and the RT3119 B or D forms are for railway undertakings. A Word version of this file is available on the SPAD page of RSSB's website:
http://www.rssb.co.uk/Library/risk-analysis-and-safety-reporting/2014-form-spad-gort3119-c.zip. Users should note that both the PDF and MS Word versions are identical in content.
Further details of the key changes can be found on the briefing note see link:
http://www.rgsonline.co.uk/Briefing_Notes/12%20BN23.pdf
Superseded by Form RT3119-C Iss 2.
Document ceases to be in force from September 2014.

NEW
Form RT3119-C Iss 2 June 2014
Provisional ERTMS SPAD Data Collection Form (Infrastructure Manager)
Infrastructure managers and railway undertakings shall use the GORT3119 designated Provisional SPAD Data Collection forms when investigating signals passed at danger incidents. For more information on the key changes please refer to the briefing note:
http://www.rgsonline.co.uk/Briefing_Notes/14%20BN08.pdf
Supersedes Form RT3119-C Iss 1.
Document comes into force September 2014.

SUPERSEDED
Form RT3119-D Iss 1
December 2012
Provisional ERTMS SPAD Data Collection Form RT3119-D (Railway Undertaking)
Infrastructure managers and railway undertakings shall use the GORT3119 designated Provisional SPAD Data Collection forms when investigating signals passed at danger incidents. The RT3119 A or C forms are for infrastructure managers, and the RT3119 B or D forms are for railway undertakings. A Word version of this file is available on the SPAD page of RSSB's website:
http://www.rssb.co.uk/Library/risk-analysis-and-safety-reporting/2014-form-spad-gort3119-d.zip. Users should note that both the PDF and MS Word versions are identical in content.
Further details of the key changes can be found on the briefing note see link:
http://www.rgsonline.co.uk/Briefing_Notes/12%20BN23.pdf
Superseded by Form RT3119-D Iss 1.
Document ceases to be in force from September 2014.

NEW
Form RT3119-D Iss 2 June 2014
Provisional ERTMS SPAD Data Collection Form (Railway Undertaking)
Infrastructure managers and railway undertakings shall use the GORT3119 designated Provisional SPAD Data Collection forms when investigating signals passed at danger incidents. For more information on the key changes please refer to the briefing note: http://www.rgsonline.co.uk/Briefing_Notes/14%20BN08.pdf
Supersedes Form RT3119-D Iss 1.
Document comes into force September 2014.

Form RT3154 12-03 December 2003
Pilotman's Form for Working of Single Lines and Bi-Directional Lines by Pilotman
This form is used by the pilotman to record the details for the working of trains over single or bi-directional lines by pilotman, during a failure or when working to and from a point of obstruction. An example of this form is found in Rule Book module P2.

Form RT3154 ERTMS Iss 06-13 June 2013
Pilotman's form for working of single and bi-directional ERTMS lines by pilotman
Pilotman's form for working of single and bi-directional ERTMS lines by pilotman.

Form RT3155 12-03 December 2003
Signaller's Form for Working of Single and Bi-Directional Lines by Pilotman
This form is used by signallers to record the details for the working of trains over a single or bi-directional line by pilotman, during a failure or when working to and from a point of obstruction. An example of this form is found in Rule Book module P2.

Form RT3155 ERTMS Iss 06-13 June 2013
Signaller's form for working of single and bi-directional ERTMS lines by pilotman
Signaller's form for working of single and bi-directional ERTMS lines by pilotman.

Form RT3156 ERTMS Iss 06-13 June 2013
Driver's ticket for working of single and bi-directional ERTMS lines by pilotman
Driver's ticket for working of single and bi-directional ERTMS lines by pilotman.

Form RT3156 Iss 3 December 2009
Drivers Ticket for Working of Single and Bi-Directional Lines by Pilotman
This form is issued by the pilotman to drivers and records the details for the working of trains over a single or bi-directional line by pilotman, during a failure or when working to and from a point of obstruction.

Form RT3177 Iss 6 March 2012
Modified Working Arrangements Driver's Ticket
This form has been revised to come in line with the New Approach. This form is issued by the signaller to drivers and records the details for the working of trains, when authorised under special arrangements on single lines.

Form RT3180 ERTMS Iss 06-13 June 2013
Signaller's line blockage form
Signaller's line blockage form for use on ERTMS level 2 without lineside signals routes.

SUPERSEDED
Form RT3180 Iss 06-12 March 2012
Signaller's Line Blockage Form
This form has been revised to come in line with the New Approach. This form is used by the signaller to record the details of a line blockage.
Superseded by Form RT3180 Iss 06-14.
Document ceases to be in force from June 2014.

NEW
Form RT3180 Iss 06-14 March 2014
Signaller's Line Blockage Form
This form is used by the signaller to record the details of a line blockage.
Supersedes Form RT3180 Iss 06-12.
Document comes into force June 2014.

Form RT3181 ERTMS Iss 06-13 June 2013
IWA/COSS/PC Line blockage form
IWA / COSS / PC Line blockage form for use on ERTMS level 2 without lineside signals routes.

SUPERSEDED
Form RT3181 Iss 06-12 March 2012
IWA / COSS / PC Line Blockage Form
This form has been revised to come in line with the New Approach. This form is used by the IWA / COSS / PC to record the details of a line blockage.
Superseded by Form RT3181 Iss 06-14.
Document ceases to be in force from June 2014.

NEW
Form RT3181 Iss 06-14 March 2014
IWA / COSS / PC Line Blockage Form
This form is used by the IWA/COSS/PC to record the details of a line blockage.
Supersedes Form RT3181 Iss 06-12.
Document comes into force June 2014.

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SUPERSEDED
Form RT3183 12-03
December 2003
Agent's Point Setting Form
This form is used by a route setting agent to record the instructions received from a signaller when power operated points are to be operated manually.
Superseded by Form RT3183 Iss 06-14.
Document ceases to be in force from June 2014.

NEW
Form RT3183 Iss 06-14 March 2014
Agent's Point Setting Form
This form is used by a route setting agent to record the instructions received when power operated points are to be operated manually.
Supersedes Form RT3183 12-03.
Document comes into force June 2014.

Form RT3184 Iss 3 December 2009
Temporary Block Working Ticket
This form is used by a handsignaller to record the signaller's instructions for temporary block working.

Form RT3185 ERTMS Iss 12-13 December 2013
Reporting an ERTMS Failure or Irregularity Form
As part of Phase 4 of the ERTMS Rule Book project, this form has been updated following the publication of modules S6 ERTMS and TW5 ERTMS. This form is for use by drivers in all cases of ERTMS irregularities and signallers.

Form RT3185 Iss 12-13 September 2013
Reporting a signal / AWS / TPWS / ATP / TVM failure or irregularity
For use by drivers in all cases of signal, AWS or TPWS irregularities and signallers when the following is reported:- A wrong side signalling failure, an alleged wrong side signalling failure, a signal irregularity which is required to be reported immediately by the driver.

Form RT3186 Iss 12-13 September 2013
Release of signalling controls
For use by signallers and signalling technicians.

Form RT3187 Iss 12-13 September 2013
Signal engineering work
For use by signallers and signalling technicians.

Form RT3188 02-05 February 2005
Activation of TPWS other than a signal passed at danger (SPAD)
This form is used by a signaller to record information obtained from drivers after the activation of TPWS, except when a signal has been passed at danger.

Form RT3189 ERTMS Iss 12-13 December 2013
Train Trip or Unauthorised Movement Form
As part of Phase 4 of ERTMS Rule Book project, this form has been updated. For use by signallers on ERTMS lines.

Form RT3189 Iss 12-13 September 2013
Signal Passed At Danger (SPAD)
For use by signallers in cases of a SPAD being investigated as category A.

SUPERSEDED
Form RT3191 12-03
December 2003
Pilotman's Single Line Working Form
This form is used by a pilotman to record the arrangements for single line working.
Superseded by Form RT3191 Iss 06-14.
Document ceases to be in force from June 2014.

NEW
Form RT3191 Iss 06-14 March 2014
Pilotman's Single Line Working Form
This form is used by a pilotman to record the arrangements for single line working.
Supersedes Form RT3191 12-03.
Document comes into force June 2014.

SUPERSEDED
Form RT3192 12-03
December 2003
Signaller's Single Line Working Form
This form is used by a signaller to record the arrangements for implementing single line working.
Superseded by Form RT3192 Iss 06-14.
Document ceases to be in force from June 2014.

NEW
Form RT3192 Iss 06-14 March 2014
Signaller's Single Line Working Form
This form is used by the signaller to record the arrangements for implementing single line working.
Supersedes Form RT3192 12-03.
Document comes into force June 2014.

NEW
Form RT3193 Iss 06-14A
March 2014
Driver's Single Line Working Ticket
This form is used by a pilotman to inform the driver of a train of the arrangements during single line working.
This form supersedes Form RT3193 Iss 06-14 which was originally published on 01/03/2014 but revised to correct an error in the title of the form, and reissued as Form RT3193 Iss 06-14A.
Supersedes Form RT3193 Iss 06-14.
Document comes into force June 2014.

SUPERSEDED
Form RT3193 Iss 3 December 2009
Driver's Single Line Working Ticket
This form is used by a pilotman to inform the driver of a train of the arrangements during single line working.
Superseded by Form RT3193 Iss 06-14A.
Document ceases to be in force from June 2014.

SUPERSEDED
Form RT3198 06-11 June 2011
Possession Arrangements Form
This form is used by the PICOP to record the arrangements for a possession of a running line.
Superseded by Form RT3198 Iss 06-14.
Document ceases to be in force from June 2014.

Form RT3198 ERTMS Iss 06-13
June 2013
Possession arrangements form (T3 ERTMS)
Possession arrangements form (T3 ERTMS) for use on ERTMS level 2 without lineside signals routes.

NEW
Form RT3198 Iss 06-14 March 2014
Possession Arrangements Form
This form is used by the PICOP to record the arrangements for a possession of a running line.
Supersedes Form RT3198 06-11.
Document comes into force June 2014.

SUPERSEDED
Form RT3199 12-12
September 2012
Engineering Supervisor's Certificate
This form is used by the Engineering Supervisor to record arrangements for setting up work sites within a possession of a running line.
Superseded by Form RT3199 Iss 06-14.
Document ceases to be in force from June 2014.

Form RT3199 ERTMS Iss 06-13
June 2013
Engineering Supervisor's Certificate
Engineering supervisor's certificate for use on ERTMS level 2 without lineside signals routes.

NEW
Form RT3199 Iss 06-14 March 2014
Engineering Supervisor's Certificate
This form is used by the Engineering Supervisor to record arrangements for setting up work sites within a possession of a running line.
Supersedes Form RT3199 12-12.
Document comes into force June 2014.

Form RT3350-1 Iss 3 April 2007
Urgent Operating Advice Report Form
This form is a Network Rail maintained document and is provided as a stand-alone version of the form in GORT3350 issue two.

Form RT3973-CON Iss 1 December 2009
Advice to Train Crews - Conveyance of Containers
This form is a Network Rail maintained document and is provided as a stand-alone version of the form originally reproduced as an Appendix to GORT3407 issue one. Form RT3973-NUC, Form RT3973-CON, Form RT3973-EXL and Form RT3973-HAW will no longer be reproduced as an appendix to GORT3407 issue two but will be published on the RGSonline website.

Form RT3973-EXL Iss 1 December 2009
Advice to Train Crews - Conveyance of Exceptional Loads
This form is a Network Rail maintained document and is provided as a stand-alone version of the form originally reproduced as an Appendix to GORT3407 issue one. Form RT3973-NUC, Form RT3973-CON, Form RT3973-EXL and Form RT3973-HAW will no longer be reproduced as an appendix to GORT3407 issue two but will be published on the RGSonline website.

Form RT3973-HAW Iss 1 December 2009
Advice to Train Crew - Conveyance of Heavy Axle Weight
This form is a Network Rail maintained document and is provided as a stand-alone version of the form originally reproduced as an Appendix to GORT3407 issue one. Form RT3973-NUC, Form RT3973-CON, Form RT3973-EXL and Form RT3973-HAW will no longer be reproduced as an appendix to GORT3407 issue two but will be published on the RGSonline website.

Form RT3973-NUC Iss 1 December 2009
Advice to Train Crews - Conveyance of Radioactive Flask
This form is a Network Rail maintained document and is provided as a stand-alone version of the form originally reproduced as an Appendix to GORT3407 issue one. Form RT3973-NUC, Form RT3973-CON, Form RT3973-EXL and Form RT3973-HAW will no longer be reproduced as an appendix to GORT3407 issue two but will be published on the RGSonline website.

Form RTWO01 Iss 12-13 December 2013
Written Order 01 Permission To Start In SR Or To Pass An EOA Form
This form has been reviewed and published following the ERTMS Rule Book project. This form is dictated by the signaller to the driver, and only used on ERTMS level 2 lines without lineside signals.

Form RTWO02 Iss 12-13 December 2013
Written Order 02 Permission to Proceed After Train Trip Form
This form has been reviewed and published following the ERTMS Rule Book project. This form is dictated by the signaller to the driver, and only used on ERTMS level 2 lines without lineside signals.

Form RTWO03 Iss 12-13 December 2013
Written Order 03 Instruction to Run At Caution Form
This form has been reviewed and published following the ERTMS Rule Book project. This form is dictated by the signaller to the driver, and only used on ERTMS level 2 lines without lineside signals.

Form RTWO04 Iss 12-13 December 2013
Written Order 04 Permission to Make a Wrong-Direction Movement Form
This form has been reviewed and published following the ERTMS Rule Book project. This form is dictated by the signaller to the driver, and only used on ERTMS level 2 lines without lineside signals.

Form RTWO05 Iss 12-13 December 2013
Written Order 05 Permission To Proceed Under Modified Working Arrangements on Single and Bi-Directional Lines Form
This form has been reviewed and published following the ERTMS Rule Book project. This form is dictated by the signaller to the driver, and only used on ERTMS level 2 lines without lineside signals.

CODES OF PRACTICE

WITHDRAWN
GORC3561 Iss 4 December 2011 (A)
Recommendations for Train Movement - Staff Suitability and Fitness Requirements
GORC3561 issue four replaces issue three (small scale change). The amendments are limited to:
a) Addition of RC clauses to provide further clarification.
b) Transfer of appendices B, C, D, E, F, G and I to GOGN3655
c) Withdrawal of appendix H
d) Updating definitions and references sections.
e) Other minor wording improvements
Document ceases to be in force from September 2014.

RAIL INDUSTRY STANDARDS

RIS-3701-TOM Iss 1 June 2010 (A)
Rail Industry Standard for a Confidential Reporting System for Rail Staff
This document provides a voluntary standard for the basic requirements of a confidential reporting system appropriate for rail staff. It outlines areas in which infrastructure managers and railway undertakings might act to publicise the availability of a confidential reporting system to all their rail staff, resource investigation, and co-operate to respond to reports.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

RIS-3702-TOM Iss 1 September 2011 (A)
Rail Industry Standard for Management of Route Knowledge for Drivers, Train Managers, Guards and Driver Managers
RIS-3702-TOM provides a standard on the training, development, monitoring and assessment of staff on route knowledge and route risks, for the rail industry to use if they so choose. This document, where appropriate, also contains additional guidance that should be considered by railway undertakings during the development and management of their route learning and assessment processes.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

RIS-3703-TOM Iss 2 March 2013 (A)
Rail Industry Standard for Passenger Train Dispatch and Platform Safety Measures
RIS-3703-TOM is for application by infrastructure managers responsible for stations, who will need to work in conjunction with railway undertakings when developing their dispatch plan process. In the context of this document, this means those who are responsible for the specification, development and / or implementation of train dispatch processes and safety measures on station platforms. In the context of this document, a railway undertaking responsible for the train dispatch arrangements at a station will be considered to be the infrastructure manager.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

RIS-3751-TOM Iss 2 June 2013 (A)
Rail Industry Standard for Train Driver Selection
This document details requirements for the selection of train drivers by transport undertakings and the transfer of safety information relevant to employment of train drivers, when they change employment between transport undertakings. This document, where appropriate, also contains additional guidance that should be considered by the transport undertaking during the development and management of its selection processes.

RIS-3776-TOM Iss 1 December 2009 (A)
Rail Industry Standard on the Use of Mobile Telephonic Equipment in Driving Cabs
This is a voluntary standard on the use of mobile telephonic equipment in driving cabs. It applies to drivers when in charge of a train and other personnel authorised to be present in a driving cab from which the train is being driven. Stakeholders are railway undertakings, infrastructure manager and trade unions.
This document does not supersede any other Railway Group Standard and it has been published at the request of railway undertakings to bring about a consistent approach to the use of mobile communication equipment in driving cabs.

GUIDANCE NOTES

GEGN8516 Iss 1 August 2008 (A)
Guidance on Recording and Monitoring of Spoken Safety Communications
This document sets out guidance for recording and monitoring of spoken safety communications between drivers, signallers and other safety critical staff.

GEGN8532 Iss 4 September 2012 (A)
Guidance on Railway Fog Signals (now known as 'Signals, railway Track, Explosive')
GEGN8532 gives guidance on railway fog signals. This guidance is intended to assist infrastructure managers and railway undertakings in understanding their responsibilities in relation to railway fog signals.

GEGN8540 Iss 1 February 2009 (A)
Guidance on Low Adhesion between the Wheel and the Rail - Managing the Risk
This document gives guidance on interpreting the requirements of GERT8040 Low Adhesion between the Wheel and the Rail - Managing the Risk.

GEGN8570 Iss 2 December 2012 (A)
Guidance on the Management of Drugs and Alcohol
GERT8070 mandates common requirements for drug and alcohol testing of staff carrying out safety critical work to be applied by the infrastructure manager and railway undertakings. This guidance document gives guidance on interpreting the requirements of GERT8070. It does not constitute a recommended method of meeting any set of mandatory requirements.

GOGN3518 Iss 1 October 2008 (A)
Guidance on Incident Response Planning & Management
This document gives guidance on interpreting the requirements of RGS GORT3118.

GOGN3519 Iss 3 December 2012 (A)
Guidance on Accident and Incident Investigation
GORT3119 mandates requirements for the investigation of accidents and incidents involving more than one duty holder so that system improvements necessary to prevent or reduce the likelihood of recurrence, or mitigate the consequences, are identified and implemented. This guidance document has been published by RSSB to give guidance on interpreting the requirements of GORT3119. It does not constitute a recommended method of meeting any set of mandatory requirements.

Uncontrolled When Printed

GOGN3615 Iss 1 September 2013 (B)
Guidance on the Operation and Traffic Management Technical Specification for Interoperability
This document provides guidance on interpretation of points within the Operation and Traffic Management TSI (OPE TSI) where, owing to incomplete or relatively obscure wording, the intent and meaning may be difficult to understand; it provides guidance on application of the requirements in the context of the mainline railway in Great Britain and in the context of cross border operations.

GOGN3637 Iss 1 September 2013 (A)
Guidance on Defective On-Train Equipment
This document contains guidance relating to the production of contingency plans, which should be applied when on-train equipment becomes defective. It applies to all trains being brought into service, and to those in service, on Network Rail managed infrastructure.

GOGN3653 Iss 2 March 2013 (A)
Guidance for Safe Freight Train Operation
This document gives guidance to Transport Undertakings on the information to be exchanged regarding the loading, preparation and operation of freight vehicles and trains. It also provides guidance on the information that staff need to ensure they clearly understand matters relating to design, loading, preparation and operation of freight vehicles.

SUPERSEDED
GOGN3655 Iss 1 December 2011 (A)
Guidance on Medical Fitness for Railway Safety Critical Workers
GOGN3655 provides guidance for railway undertakings and infrastructure managers on medical fitness for railway safety critical workers and is intended to assist them in understanding their responsibilities in relation to medical fitness and how they may approach the setting of their own medical fitness criteria, where appropriate.
Appendices in GORC3561 issue three were transferred to GOGN3655, except Appendix A (Visual acuity of train drivers) and Appendix H (Railway workers and diabetes - guidance for medical assessors). The wording has not change in these appendices, except for the amendments to Appendix C (Hearing) as a result of research project T664 (Use of hearing aids by operational staff).
Superseded by GOGN3655 Iss 2. Document ceases to be in force from September 2014.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

NEW
GOGN3655 Iss 2 June 2014 (A)
Guidance on Medical Fitness for Railway Safety Critical Workers
This document provides guidance for railway undertakings and infrastructure managers on medical fitness for railway safety critical workers and is intended to assist them in understanding their responsibilities in relation to medical fitness and how they may approach the setting of their own medical fitness criteria, where appropriate.
Supersedes GOGN3655 Iss 1. Document comes into force September 2014.

GOGN3676 Iss 3 March 2013 (A)
Guidance on the Carriage of Dangerous Goods by Rail
This document gives guidance on the carriage of dangerous goods by rail. This guidance is intended to assist Transport Undertakings in understanding their responsibilities in relation to the carriage of dangerous goods by rail.

GOGN3677 Iss 1 December 2010 (A)
Guidance on Operational Criteria for the Provision of Lineside Telephony Following GSM-R Introduction
GOGN3677 is intended to assist infrastructure managers and railway undertakings in understanding operational safety responsibilities when deciding what lineside telephony should be provided under the strategy of cab mobile GSM-R fitment, particularly in relation to critical assets, and what potentially may be recovered. This guidance should be read as supporting the network change process. In conjunction with this guidance a risk assessment tool has been produced to assist duty holders in reaching costed appraisal of the safety and performance benefits and disbenefits of providing or removing lineside telephony. The CBA tool in support of this guidance note can be downloaded from the RSSB Rail Risk Portal at: www.safetyriskmodel.co.uk.

RSSB GOOD PRACTICE GUIDES

RS100 Iss 1 March 2013 (W)
Good Practice Guide on Competence Development
RS100 is a good practice guide on competence development that incorporates outputs from recent and current RSSB research and development projects as well as other leading practice from within the industry and beyond. The document is aimed primarily at all duty holders (infrastructure managers and railway undertakings) who are required under The Railways and other Guided Transport Systems (Safety) Regulations 2006 (ROGS) to make provisions within their Safety Management System (SMS) to ensure, so far as is reasonably practicable, that the competence of all safety-critical staff under their control is developed and maintained to a minimum safe standard.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

RS232 Iss 1 August 2008 (A)
Good Practice Guide on Cognitive and Individual Risk Factors
The aim of this document is to raise awareness of the cognitive and individual factors that can influence the potential for driver error, the distinction between different categories of errors and violations, and to offer good practice guidance on the proactive management and mitigation of the human risks.

RS504 Iss 1 September 2012 (B)
Fatigue Management - A Good Practice Guide
RS504 is primarily aimed at duty holders who have a legislative obligation to comply with 'Regulation 25 - Fatigue' contained within 'The Railways and Other guided Transport Systems (Safety) Regulations'. It complements guidance produced by the Office of Rail Regulation (ORR) that has been produced to assist duty holders to comply with ROGS. It provides a practical illustration of how fatigue risks can be systematically managed to improve the health and safety of the workforce and operations. It sets out key elements of effective fatigue management and illustrates how these can be incorporated into a company's overarching safety management arrangements.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

RS516 Iss 1 April 2008 (A)
Cab Secure Radio (CSR) Handbook
This document is intended for signallers and drivers who use cab secure radio (CSR) and outline the generic instructions for using this equipment.

RS520 Iss 1 September 2010 (A)
GSM-R (IVRS) Radio system Handbook
You will need this GSM-R (IVRS) handbook if you use the IVRS radio system and carry out the duties of a signaller or driver.

RS521 Iss 1 September 2013 (W)
Signals, handsignals, indicators and signs handbook
You will need this handbook if you need to understand the meaning of signals, handsignals, indicators and signs.

SUPERSEDED
RS522 Iss 1 March 2012 (A)
AWS and TPWS Handbook
RS522 is applicable to Infrastructure Manager(s) and Railway Undertaking(s) and has information relevant to signallers and drivers in relation to AWS and TPWS usage and functionality. The document may be used as a training aid or reference manual, in addition to existing formal training.
Superseded by RS522 Iss 2. Document ceases to be in force from June 2014.

NEW
RS522 Iss 2 March 2014 (A)
AWS and TPWS Handbook
You will need this document if you carry out the duties of a driver or signaller.
Supersedes RS522 Iss 1. Document comes into force June 2014.

MANUAL

None

OTHER

None

RAILWAY GROUP STANDARDS

GERT8023 Iss 1 October 2000 (A)
Compatibility Between Electric Trains and Electrification Systems
Process for managing change that affects the compatibility between electric trains and electrification systems.

GERT8025 Iss 1 October 2001 (A)
Electrical Protective Provisions for Electrified Lines
This document mandates the design requirements for the avoidance of direct contact between persons and live parts of electrification equipment and of electrical equipment on trains.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GLRT1254 Iss 1 April 2000 (A)
Electrified Lines Traction Bonding
This document mandates the requirements for electrified lines traction bonding.

GLRT1255 Iss 1 February 2009 (A)
Low Voltage Power Supplies in Electrified Areas
This document mandates requirements for control of return and stray currents and the management of earthing for low voltage power supplies in electrified areas.

GMRT1041 Iss 1 August 1997 (A)
Warning Signs and Notices for Electrified Lines
This standard defines the requirements for the provision of warning signs relating to the risk of electric shock in areas with electrified lines.

RAIL INDUSTRY STANDARDS

RIS-1800-ENE Iss 1 September 2010 (A)
Rail Industry Standard for Network and Depot Interface Management - Isolation Documentation
This document sets out principles to be applied in the production and management of isolation documentation and local isolation instructions in relation to electrified railway depot facilities not a part of the Network and which adjoin or are electrically interfaced to Network infrastructure. The prime purpose of the document is to address the interface between the Network and these depot facilities.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

CODES OF PRACTICE

None

GUIDANCE NOTES

GEGN8600 Iss 1 March 2012 (B)
Guidance on the Conventional Rail Energy TSI
This document gives guidance on interpreting the technical requirements of the Conventional Rail Energy Technical Specification for Interoperability (CR ENE TSI) as they apply to the Great Britain mainline network and ensure that a consistent approach for implementation is achieved.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GEGN8623 Iss 1 April 2007 (A)
Guidance on the Change Process for Projects Affecting Compatibility Between Electric Trains and Electrification Systems
This document GEGN8623 gives guidance for the change process associated with projects that affect operation between electric trains and an electrification system. It specifically addresses the introduction of new or modified electric trains or changes to operations that affect power requirements on a route-by-route basis and to ascertain the compatibility of electric trains and an electrification system for both railway undertakings and infrastructure managers.

MANUAL

None

FORMS

None

OTHER

None

Uncontrolled When Printed

Index of Standards

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Related Documents

RGS Code and Relevant Strategies

NS-GSM-R-CELL-9501 Iss 1 December 2007 (A)
GSM-R Radio - Guidance on GSM-R Cell Planning Consultation
This document outlines the proposed consultation process for GSM-R cell planning and Group call areas. It also proposes a suite of cell design proposals and provides guidance on GSM-R network cell configuration issues that should be considered when undertaking the consultation.

RGSC01 Iss 4 March 2013 (A)
Railway Group Standards Code
The Railway Group Standards Code (the Code) fulfils the requirements of the RSSB Constitution Agreement for a Code governing activities by RSSB and the members of RSSB in relation to Railway Group Standards (RGSs). It defines the governance arrangements for creating, changing, deviating from, and publishing RGSs.
The Code is supplemented by a Standards Manual (the Manual) which defines those elements of the cross industry management of RGSs which are not subject to formal Office of Rail Regulation (ORR) approval. As a result both of the Code and the Manual need to be read in conjunction in order to obtain a complete understanding of the role of members of RSSB in relation to managing RGSs and deviations from them. Each section of the Code is therefore reproduced in the relevant part of the Manual, distinguished by a grey background.

RGSC02 Iss 3 March 2013 (B)
Standards Manual
The purpose of the Railway Group Standards Code (the Code) is to define the governance arrangements for creating, changing, deviating from, and publishing Railway Group Standards (RGSs). The Code is approved by the Office of Rail Regulation (ORR).
The Standards Manual (the Manual) supplements the Code by defining those elements of the cross-industry management of RGSs which are not subject to formal ORR approval. The Manual includes guidance relating to the management of RGSs and defines procedures for other documents authorised by RSSB, such as Rail Industry Standards (RISs), and Rail Industry Guidance Notes (GNs).
In addition, the Manual defines the processes by which the requirements of the Code are delivered, the roles and responsibilities of RSSB and others within those processes, how the processes for the production and maintenance of RGSs apply to documents authorised by RSSB and the processes for agreeing RSSB support in the production of other industry documents.
The Manual is not a stand-alone document and needs to be read in conjunction with the Code. Each section of the Code is therefore reproduced in the relevant part of the Manual, distinguished by a grey background.

RSSB-GBMR-OC Iss 2 March 2014 (A)
Operational Concept for the GB Mainline Railway
This document sets out the scope for National Operations Publications (NOPs) such as the Rule Book, and provides the link between fundamental operating principles and RGSs containing requirements for duty holders, national operating rules and procedures for duty holder' employees, and processes required by duty holders within their SMS.

RSSB-GSMR-OC Iss 1 December 2006 (B)
UK Application of GSM-R, The Operational Concept
This document has been produced by the RSSB as part of the rail industry's implementation of GSM-R radio communications to the British railway system. It describes the conceptual operation of the GSM-R voice (and some non ERTMS data functionality) radio communication system in terms of application of how the system is envisaged as operating from the point of view of the direct users of GSM-R, for example, drivers and signallers.

ATOC DOCUMENTS

To complement Railway Group Standards, ATOC issues a number of documents (Approved Codes of Practice, Guidance Notes and Good Practice Guides*) for the benefit of its members. These cover both operations and engineering related subjects and typically address areas where the subject matter falls outside the criteria for inclusion within a Group Standard. Many of these documents have been included by Rail Safety & Standards Board (RSSB) as indicated below.

* ACOPs and Guidance Notes are version controlled and subject to periodic review. Good Practice Guides are generally intended as one off documents.

OPERATIONS RELATED DOCUMENTS

All ACOPs, Guidance Notes and Good Practice Guides issued on behalf of the ATOC Operations Council or one of its sub-groups are included (other than any that relate only to internal ATOC reporting requirements).

In issuing these documents, neither ATOC nor RSSB makes any warranty, express or implied, that compliance with all or any documents published by RSSB on behalf of ATOC is sufficient on its own to ensure safe systems of work or operation. Each user is reminded not only of their own responsibilities to ensure health and safety at work, but also individual duties under health and safety legislation.

ATOC TRAIN DRIVING DOCUMENT

ATOCACOP006 Iss 3 October 2009 (A)
Approved Code of Practice Train Driving - Audit of Selection Processes
This Approved Code of Practice (ACOP) details the recommended arrangements for the audit of suppliers of selection processes for train driving on Network Rail infrastructure in circumstances where Rail Industry Standard for Train Driver Selection RIS-3751-TOM applies.

ATOCACOP016 Iss 2A November 2013 (A)
ATOC Approved Code of Practice - Incident Response Duties of Primary Support Operators
This Approved Code of Practice sets out the principles by which railway undertakings should respond to incidents affecting the railway infrastructure on routes for which they have been identified as Primary Support Operator, including those that may involve trains owned or leased by another Operator.

ATOCACOPEC01003 Iss 1B August 2005 (A)
Approved Code of Practice - Supplier Accreditation Scheme
Provides a means by which the industry can consistently meet the relevant obligations under applicable legislation and Rail Group Standards on the procurement of safety related materials and services. It applies to members of the ATOC/EC and their members.

ATOCACOPEC01006 Iss 2 November 2010 (A)
Approved Code of Practice - Inter-Company Rail Vehicle Engineering Change Process
Applies to all engineering change considered for rail vehicles or components, setting out process steps from inception through to completion providing guidance on the deployment of the processes defined in legislation, standards and other guidance notes.

ATOCACOPEC01007 Iss 1 September 2004 (A)
Approved Code of Practice - The Elements of Management of Safety Critical Components on Trains
Management of safety critical components within a new, old or modified sub system. Key features of PADS, duties and responsibilities of holders of the 'Know-why' where engineering change of design to safety critical components may be necessary.

ATOCACOPEC01009 Iss 2 November 2010 (A)
Approved Code of Practice - Approvals Process for GSM-R Cab Mobile Fitment
To facilitate the approvals process for first of class and fleet fitment of GSM-R cab mobile radios by Train Operating Companies.

ATOC VEHICLE INTERIORS

None

ATOC GUIDANCE NOTES

ATOCFLUGN001 Iss 3 October 2013 (A)
ATOC / Network Rail Guidance Note - Contingency Planning Arrangements for a Flu Pandemic
This document provides guidance on the planning for an implementation of contingency arrangements in the event of a flu pandemic, including world and UK alert levels, characteristics and implications of pandemics, communication and co-ordination, preparedness, risk assessment, preventative and mitigating control measures, HR policy, regulatory issues and recovery.

ATOCGN001 Iss 4 August 2012 (A)
Use of Data Recorders
This Guidance Note provides information on the use of Data Recorders.

ATOCGN003 Iss 6 November 2013 (A)
The Training of On-Train Staff in On-Train Emergency Procedures
This document provides guidance to Railway Undertakings on the training of on-train staff of various categories in on-train emergency procedures relating to serious on-train incidents. These include accidents (collision / derailment), fires and security incidents, people behaving in a significantly anti-social manner, failing ill or being injured, and insecure doors.

ATOCGN006 Iss 2 February 2009 (W)
Review of Company Driver Standards and Depot Verification
This document provides details of a recommended process for reviewing the adequacy of Company Standards for the management of train drivers and the compliance checking of the standards at locations where these staff book on.

RELATED DOCUMENTS

ATOCGN009 Iss 1 September 2006 (A)
ATOC Guidance Note - Investigation of Station Overruns and Failures to Call
This Guidance Note provides advice on the investigation of station overruns and failures to call along with a suggested template form for capturing of the relevant information. In so doing, it seeks to encourage consistency of investigation across the industry.

ATOCGN010 Iss 1 April 2012 (A)
ATOC Guidance Note - Managing the Risk to Passengers and Staff from the Use of Contracted Road Services
This Guidance Note provides advice on managing risks associated with the use of road transport (i.e. buses and taxis) provided by Third Parties for conveyance of passengers and staff. This includes both routine, regular use (such as rail-air links and conveyance of train crew) and use in conjunction with engineering works or service disruption.

ATOCGN012 Iss 1 October 2012 (A)
Planning For and Responding To National Fuel Shortages
This Guidance Note provides guidance for Railway Undertakings on contingency planning for and responding to major disruptions to the UK's fuel supply.

ATOCGN013 Iss 1 January 2013 (A)
ATOC Guidance Note - Control of Risk Posed by the Presence of Legionella Bacteria in On-train Non-potable Water Systems
Provides guidance for Railway Undertakings on assessing the risk posed by the presence of legionella bacteria in on-train non-potable water systems and identifying and applying associated control and mitigation measures.

ATOCGN014 Iss 1 December 2012 (A)
ATOC Guidance Note - Major Incidents - Preparation of Aide-Memoires for Senior Managers
This document provides guidance for Railway Undertakings on the content and format of aide-memoires and similar intended as prompts for senior managers tasked with leading the response to major incidents affecting their TOCs, particularly during the initial response phase during which they will be under greatest pressure.

ATOCGN015 Iss 1 December 2012 (A)
ATOC Guidance Note - Extreme Weather Arrangements including Failure or Non-Availability of On-Train Environment Control Systems
This document provides guidance for Railway Undertakings on how to minimise the impact of extreme weather conditions on passengers and staff including specific consideration of the implications of non-operational on-train environment control systems.

ATOCGN016 Iss 1 March 2013 (A)
ATOC Guidance Note - Competence of Train Operator Liaison Officers (TOLOs)
Provides guidance intended to assist Railway Undertakings in managing the competence of Train Operator Liaison Officers (TOLOs), including minimum recommended competence standards.

ATOCGN017 Iss 1 March 2013 (A)
ATOC Guidance Note - Competence of Station Incident Officers (SIOs)
Provides guidance intended to assist Railway Undertakings in managing the competence of Station Incident Officers (SIOs), including minimum recommended competence standards.

ATOCGN018 Iss 1 October 2013 (A)
Responding to Ill Customers on Trains
This document provides guidance to Railway Undertakings on developing procedures for responding to ill customers on trains.

ATOCGN019 Iss 1 November 2013 (A)
Developing Train Driving Policies Aligned with Non-Technical Skills
New guidance note giving advice on developing train driving policies aligned with non-technical skills, drawing on industry good practice.

NEW
ATOCGN021 Iss 1 April 2014 (A)
Provision of Drinking Water for On-Train Use
This Guide is intended to help railway undertakings manage the risks associated with the provision of drinking water for on-train use. It suggests measures and procedures to be applied at depots, stations and on-train for supply, storage and chlorination to consistently maintain the quality of water so as to be fit for human consumption.
Supersedes ATOCGPG008 Iss 1. Document comes into force from April 2014.

ATOCGN1011 Iss 2 March 2008 (A)
Checklist for Provision of Humanitarian Assistance following a Major Passenger Rail Incident
This document should be read in conjunction with ATOCACOP011. It provides a checklist of points and issues to be considered as part of the humanitarian assistance response to those directly involved in a major passenger rail incident / together with their friends / relatives). It does NOT seek to address the emergency response itself.

ATOC GOOD PRACTICE GUIDES

ATOCGPG005 Iss 1 September 2004 (A)
ATOC Good Practice Guide - Control Centres: Management of Training and Controller Competence
This Guide provides advice on how to ensure that the competence of those undertaking tasks within Control Centres is managed effectively.

ATOCGPG006 Iss 1 September 2004 (A)
ATOC Good Practice Guide - Control Centres: Business Process Manual
This Guide provides comprehensive advice on the structure, format and content of a Business Process Manual for use in a Train Operator Control Centre.

ATOCGPG007 Iss 1 February 2005 (A)
ATOC Train Operators Safety Group Good Practice Guide - Selection and Management of Contractors
This Guide provides advice on the selection and management of contractors and other outside parties undertaking work on company premises so as to properly control the risks arising from such work to customers, staff, members of the public and contractors.

SUPERSEDED
ATOCGPG008 Iss 1 January 2006 (A)
Provision of Drinking Water for On-Train Use
This Guide provides advice on the management of drinking water supply, storage, use and chlorination at depot, station and on-train, to consistently maintain the quality of drinking water to be fit for human consumption.
Superseded by ATOCGN021 Iss 1. Document ceases to be in force from April 2014.

ATOCGPG012 Iss 1 December 2005 (A)
Safe Use of Station Vehicles
This Guide provides advice on managing risks associated with the use of station vehicles with particular reference to training, maintenance of vehicles, and safe working arrangements at stations.

ATOCGPG013 Iss 1 December 2005 (A)
Access to the Driving Cabs of a Train Operator's Trains by the Staff of Another Train Operator for the Purposes of Route Learning or Route Refreshing
This Good Practice Guide sets out principles which, if adhered to, should ensure that a train operator provides fair and non-discriminatory access to its driving cabs for the purposes of route learning or route refreshing.

ATOCGPG014 Iss 1 October 2006 (A)
ATOC Train Operators Safety Group Good Practice Guide - De-icing Agents for On Station Use
This Guide provides advice on the selection of suitable de-icing agents for use on and about stations and station car parks, in particular with reference to the independent research undertaken on behalf of the TOC community during 2005.

ATOCGPG015 Iss 1 March 2007 (A)
ATOC Good Practice Guide - Control of Smoking
This Guide provides advice on meeting the requirements of the English and Welsh Smoke Free legislation effective from July and April 2007 respectively and adoption of a common Railway Undertaking approach to smoking more generally.

ATOCGPG016 Iss 1 June 2007 (A)
ATOC Good Practice Guide - Management of Sub-Standard Performance by Train Drivers
This Guide sets out factors to be considered when seeking to identify sub-standard performance on the part of train drivers and determine its cause(s), along with suggested components of development programmes aimed at addressing such performance.

ATOCGPG019 Iss 2 May 2011 (A)
ATOC - Winter Arrangements for Stations
This guide provides guidance and examples of good practice for keeping station areas free of snow and ice.

ATOCNR GPG SP01 Iss 2 February 2012 (A)
Good Practice Guide - Meeting the Needs of Passengers when Trains are Stranded
This document provides guidance on the planning for and implementing arrangements to meet the needs of passengers in the event of the train(s) in which they are travelling becoming stranded (for whatever reason), noting that these need to be agreed jointly between Network Rail and Train Operators.

M&EE DOCUMENTS

The M&EE Networking Group (M&EE NG) produces Codes of Practice and other documents as good practice for all members of the industry.
RSSB has agreed to publish the Codes of Practice on behalf of M&EE NG and in doing so, M&EE NG remains solely responsible for all the content contained therein. RSSB has not separately validated or approved the information, nor was it involved in its development or creation. Railway industry users should seek independent advice before adopting any practices set out therein.
By agreeing to publish the Codes of Practice RSSB does not make any representation or warranty, express or implied, or accept responsibility for the accuracy or completeness of the contents of the Codes of

Practice and/or whether their content is “state of the art”. Furthermore RSSB shall have no liability whatsoever to any user for any loss or damage incurred in respect to any of the information contained in the Codes of Practice and in particular from any information which is incomplete or inaccurate.

M&EE CODES OF PRACTICE

AP0001 Iss 4 March 2012 (A)
Audit Protocol for Supply of Possession-only Rail Vehicles with and without Operators
This Audit Protocol provides a comprehensive list of questions for an auditor to ask, and detailed guidance of what is expected of an auditor whilst auditing a supplier of Possession-only Rail Vehicles.

AP0002 Iss 1 September 2012 (A)
Code of Practice for Audit Protocol for Supply of Machine / Crane Controllers
This Audit Protocol provides a comprehensive list of questions for an auditor to ask and detailed guidance of what is expected of an auditor whilst auditing providers of Machine Controllers and Crane Controllers and forms the basis for the minimum technical and operational audit requirements.

COP0 Iss 3 September 2013 (A)
M&EE Networking Group Code of Practice for M&EE Documents
This Code of Practice details the system by which the M&EE Group produces documentation and is intended for internal use of the M&EE Group.

COP0001 Iss 6 January 2012 (A)
Code of Practice for Operator Competency Standards for On Track Plant
This Code of Practice details the minimum competencies required to operate On Track Plant in accordance with the Rule Book. These requirements are in addition to competencies required to operate the machine in a non-rail environment.

SUPERSEDED
COP0002 Iss 7 July 2010 (A)
Code of Practice for Planning for the Use of OTP
This Code of Practice details the minimum requirements for the planning and use of Road Rail Vehicles (RRVs) and Rail Mounted Maintenance Machines (RMMMs) excluding lifting operations.
Superseded by COP0002 Iss 8. Document ceases to be in force from June 2014.

NEW
COP0002 Iss 8 March 2014 (A)
Code of Practice for Planning for the Use of Mobile Operated Plant
This document details the minimum planning requirements for use of all plant on or near the line. This COP details the planning arrangements for the use of the plant but does not include lifting operations, which is in a separate COP (COP0011).
Supersedes COP0002 Iss 7. Document comes into force June 2014.

COP0005 Iss 4 May 2012 (A)
Code of Practice for Handling Serviceable Rail with RRV Excavator Cranes including Thimbling
This Code of Practice details the equipment and working practices for handling and thimbling of serviceable rail, using RRV excavator cranes, to minimise the risk to personnel and damage to the rail. These recommendations can also be used for handling scrap rail where the risk to personnel is the same as handling serviceable rail but the damage to the rail is not so critical.

COP0007 Iss 4 January 2011 (A)
Code of Practice for On and Off Tracking of Rail-Road Vehicles
This Code of Practice is intended to give guidance for the safe on and off tracking of rail-road vehicles to mitigate the possibility of derailing or overturning the machine, potentially causing injury or damage to the machine and / or infrastructure, whilst undertaking this process.

COP0008 Iss 5 May 2012 (A)
Code of Practice for Tandem Lifting with Two Excavator Cranes
This Code of Practice details the control measures to be applied when using two excavator cranes to lift a load simultaneously. It applies to the use of two excavator cranes which normally lift loads independently but which are required to occasionally lift a load in conjunction with another similar excavator crane using a process known as Tandem Lifting. This Code of Practice applies to both road and rail lifting operations.

RELATED DOCUMENTS

COP0010 Iss 3 September 2012 (A)
Code of Practice for Safety Critical Maintenance Elements of Small Plant and Equipment
This Code of Practice details the arrangement for, and safety critical work implications of, the maintenance of small plant and equipment. This has been derived from consultation by the M&EE Group and Rail Plant Association with the Health & Safety Executive.

COP0011 Iss 3 November 2011 (A)
Code of Practice for Planning and Executing Lifting Operations
This Code of Practice details good practice to ensure that all lifting operations are planned and carried out with the correct equipment under a safe system of work. It concerns all lifting operations involving lifting equipment such as rail cranes, twin jib cranes, road-rail excavator cranes, vehicle mounted knuckle boom cranes, vehicle mounted lifting arms / gantries, S&C panel lifting equipment, MEWPS and road mobile cranes where the operation will be in the area defined as 'on or near the line' (as defined in Rule Book module G2). It does not include contract lifts or where knuckle boom cranes are used to deliver or remove materials and equipment to site and where any point of the machine or load will not be 'on or near the line'.

COP0012 Iss 5 May 2012 (A)
Code of Practice for Safety Related Defect Reporting for OTP and Plant & Equipment
This Code of Practice details the systems to have in place so that all safety related defects are reported and that other reported defects are checked in accordance with GERT8250 issue two, which advises that the national reporting system should be used for plant and machinery.

COP0013 Iss 4 January 2012 (A)
Code of Practice for Maintenance, Operation and Testing of Track Jacks
This Code of Practice details the use, maintenance, thorough examinations and testing required for all types of track jacks used on the rail network.

COP0014 Iss 5 November 2011 (A)
Code of Practice for Trailers and Attachments with RRVs and RMMMs
This Code of Practice details the requirements / actions to be taken, and control measures to be put in place when rail trailers and / or attachments are rail mounted and working with RRVs and RMMs. It covers all rail trailers and attachments with more than two rail wheels, towed or propelled by RRVs and RMMMs.

COP0015 Iss 3 May 2013 (A)
Code of Practice for Load Lifting Points on Road Rail Excavator Cranes
This Code of Practice is intended to provide explanation and guidance to manufacturers, converters, owners and users of road rail excavator cranes being used for lifting operations on the railway. It applies to use of load lifting points, including the quick hitch jaws on road rail excavator cranes used on railway infrastructure.

COP0016 Iss 3 January 2011 (A)
Code of Practice for RRV & RMMM Machine / Crane Controller Checklists
This Code of Practice details a recommended standard industry RRV and RMMM Machine and Crane Controller checklist. This checklist has been produced to ensure a common format and requirements recognisable to all Machine and Crane Controllers carrying out their duties on Network Rail managed Infrastructure.

COP0017 Iss 2 January 2014 (A)
M7EE Networking Group Code of Practice for Loading of OTP
This Code of Practice gives guidance on the arrangements for loading and securing of typical loads associated with all on-track plant (OTP) whilst on rail.

NEW
COP0018 Iss 5 March 2014 (A)
Code of Practice for Rail Mounted Manually Propelled Equipment
This document details the use and some aspects of the design and maintenance of rail mounted manually propelled equipment (trolleys and similar equipment) to prevent run-aways. It concerns all rail mounted manually propelled equipment and includes tools and equipment with more than two rail wheels. The document includes a brake test procedure that can be used during initial design acceptance.
Supersedes COP0018 Iss 4. Document comes into force June 2014.

SUPERSEDED
COP0018 Iss 4 September 2011 (A)
Code of Practice for Rail Mounted Manually Propelled Equipment
This Code of Practice details use and some aspects of the design and maintenance of rail mounted manually propelled equipment to prevent run-aways. It concerns all rail mounted manually propelled equipment used on Network Rail infrastructure and includes tools and equipment with more than two rail wheels. The document includes a brake test procedure that can be used during initial design acceptance.
Superseded by COP0018 Iss 5. Document ceases to be in force from June 2014.

RELATED DOCUMENTS

COP0019 Iss 3 July 2010 (A)
Code of Practice for Action to be Taken in the Event of an Accident or Incident Involving OTP
This Code of Practice details the actions to be taken, and by whom, following an accident or incident involving OTP. This Code of Practice deals with the engineering technical aspects of incident management, companies should also have in place plans for dealing with personnel issues. With regard to accidents and incidents companies should have clear guidelines for Alcohol & Drug testing, relieving of duty etc - these are not dealt with in this Code of Practice - this may immediately affect the responsibilities of the persons indicated in this document.

COP0021 Iss 3 May 2013 (A)
Code of Practice for Safe use of Quick Hitches
This Code of Practice identifies the types of quick hitches as categorised by the HSE and details the safety issues and provides safe systems of work related to the use of quick hitches for the rail industry when used on on-track machines, on-track plant and construction plant, including lifting operations.

COP0022 Iss 1 January 2013 (A)
Code of Practice for Pulling Rail with Road-Rail Excavator Cranes
This Code of Practice (COP) details a method for the safe pulling of continuous welded rail (CWR), which minimises the risk of damage to the CWR or infrastructure. The COP concerns the pulling of individual length of CWR by a rail mounted road-rail excavator crane. The COP also includes a section on the selection of machines to do the work.

COP0023 Iss 1 March 2009 (A)
Code of Practice for Demountable MEWP and Lifting Equipment
This Code of Practice details the arrangement for inspecting MEWPs and lifting equipment in accordance with legislation when attaching to the base vehicle. These arrangements are intended to maintain the integrity of the LOLER Thorough Examination process.

SUPERSEDED
COP0024 Iss 3 July 2011 (A)
Code of Practice for Use and Loading of MEWPs
This Code of Practice concerns rail mounted MEWPs and also road MEWPs used in the railway environment and details their use, particularly:
a) Processes for type and amount of loads (that is personnel and materials) that should safely be permitted in the work platform of a MEWP.
b) The use of work restraint anchor points.
c) Getting in and out of the work platform at height.
Superseded by COP0024 Iss 4. Document ceases to be in force from June 2014.

NEW
COP0024 Iss 4 March 2014 (A)
Code of Practice for Use and Loading of MEWPs
This Code of Practice concerns rail mounted MEWPs and also road MEWPs used in the railway environment and details their use, particularly:
a) Pre-use checks and safe use of handtools at height.
b) Processes for type and amount of loads (that is personnel and materials) that should safely be permitted in the work platform of a MEWP.
c) The use of work restraint anchor points.
d) Getting in and out of the work platform at height.
Supersedes COP0024 Iss 4. Document comes into force June 2014.

COP0025 Iss 2 January 2013 (A)
Code of Practice for Dynamic Brake Testing of RRVs
This Code of Practice (COP) details the testing of the dynamic braking system of RRVs during routine maintenance examination to be carried out by the owners of the RRVs. This COP does not include in-service brake tests, operator pre-work checks or the overhaul of the braking system. It does not replace exiting routine brake testing for parking brakes or other static tests that could be specified for specific RRVs. It also does not include inter-vehicle service brake and parking brake continuity testing.

COP0026 Iss 1 September 2012 (A)
Code of Practice for Flailing Operations Using OTP
This Code of Practice details the actions to be taken, when planning for and undertaking flailing operations. This Code of Practice applies to all personnel responsible for the planning and operation of all types of flail equipment using OTP but it is not intended to cover the application of circular saws mounted on powered arms for clearance or removal of vegetation.

COP0027 Iss 1 July 2012 (A)
Code of Practice for OTP Recovery
This Code of Practice details the processes necessary to recover OTP that has failed from the railway line. It includes an assessment to be made before the process is undertaken, and guidance on equipment and processes that could be necessary.

RELATED DOCUMENTS

NEW
COP0029 Iss 1 March 2014 (A)
Code of Practice for the Independence and Competence of LOLER Through Examiners
This document details the various minimum requirements for independence of the examiner for thorough examination of lifting equipment and accessories and the minimum competence levels needed for use in the railway industry. The M&EE Group have looked at the various practices currently in use, and at the legislation applicable to the important safety regime and have devised some practical pragmatic guidance for the railway industry to use.
Document comes into force June 2014.

COP0100 Iss 6 May 2011 (A)
Code of Practice for Management of Operational Risk and SPAD Avoidance Strategy for On-track Machines (OTM)
This Code of Practice provides an operational risk strategy which sets out the focal points for Directors, Managers and all other front line operations staff. It also describes a raft of measures that can be implemented to assist with the reduction and mitigation of SPAD and operational incidents associated with On-track Machine movements.

COP0111 Iss 6 October 2011 (A)
Code of Practice for Hiring In of Route Conductors
This Code of Practice provides guidance regarding the occupational competence for drivers to undertake on-track machine / train route conducting duties.

COP0113 Iss 5 November 2011 (A)
Code of Practice for Professional Driving of OTM
This Code of Practice provides guidance regarding professional driving techniques for On-Track Machine driving to mitigate operational risks. It includes an Appendix which forms a standalone handbook for Professional Driving of OTM.

TAN002 Iss 1 April 2008 (A)
Technical Advice Note for Labelling of RRV Excavator Cranes for Lifting Operations
This technical advice notes is provided by the M&EE Networking Group to remind industry of the position regarding labelling for lifting with RRV excavator cranes. A meeting of the plant RRV rail industry members in 2004 decided that, following the discovery of an error in the original Prolec RCI configuration (RCIs are Rated Capacity Indicators – previously known as Safe Load Indicators) the machines are to be limited in their lift and carry duties until modified. The status of the machine was to be shown by a label on the side.

M&EE POSTERS

Poster 01 Iss 1 May 2008 (A)
Lifting of Trailers Poster
This poster is provided by the M&EE Networking Group to remind the industry that all lifting activities, including lifting trailers, must always be properly planned and site specific - even if a generic lift plan is available.

Poster 02 Iss 1 October 2008 (A)
MEWP Planning Poster
This poster is provided by the M&EE Networking Group to remind industry that all MEWP activities must be properly planned and site specific - even if a generic plan is available.

Poster 03 Iss 1 April 2009 (A)
Tandem Lifting Poster
This poster is provided by the M&EE Networking Group to remind industry that all tandem lifting activities should always be properly planned as mandated by LOLER and in accordance with M&EE COP0008.

Poster 05 Iss 2 September 2013 (A)
M&EE Networking Group Poster - Autumn / winter and low adhesion operations of OTP
This poster is provided by the M&EE Networking Group to remind industry that driving technique need to be adjusted to suit the railhead conditions.

Poster 06 Iss 1 November 2010 (A)
RCI Motion Cut During Tandem Lifting Poster
This poster is provided by the M&EE Networking Group to offer guidance should a motion cut occur during tandem lifting with RRV excavator cranes.

Poster 07 Iss 1 January 2011 (A)
RRV Braking Poster
This poster is provided by the M&EE Networking Group to remind industry that RRV's take longer to stop than the equivalent road vehicle.

Poster 09 Iss 1 May 2011 (A)
Points Run Through
This poster is provided by the M&EE Networking Group to remind industry about driving technique relating to points.

Poster 10 Iss 2 September 2013 (A)
Rated Capacity Indicator (RCI) Status Indicator Lights Poster
This poster is provided by the M&EE Networking Group to remind industry about coloured indicator lights fitted to RRV excavator cranes and the interpretation of their meeting.

Poster 11 Iss 1 January 2012 (A)
Distributor Isolating Cock (DIC)
This poster is provided by the M&EE Networking Group to remind industry that drivers of OTM should check position of distributor isolating cock handle during their prep, and advises on driving technique concerning interpretation of cab gauges and use of direct brake.

Poster 12 Iss 1 July 2012 (A)
Have you had your brief
This poster is provided by the M&EE Networking Group to remind staff that they must receive a briefing before commencing work.

Poster 13 Iss 1 September 2011 (A)
OTM Movements Involving Route Conductors
This poster is provided by the M&EE Networking Group to remind drivers and route conductors of their responsibilities, and that good communication is key.

Poster 14 Iss 1 March 2013 (A)
Crane Controller Competence for Twin Jib Cranes
This poster is provided by the M&EE Networking Group to remind industry that when using a purpose built twin jib crane, the Crane Controller competence requirement is for the machine and not necessarily a tandem lift competence.

Poster 15 Iss 1a October 2012 (A)
Using outriggers on plant
This poster is provided by the M&EE Networking Group to remind planners and users of plant with outriggers that stability can be seriously affected if the ground conditions are not taken into account at the planning stage.

Poster 16 Iss 1 October 2012 (A)
Leaf Fall Alert
This poster is provided by the M&EE Networking Group to remind industry that driving technique needs to be adjusted to suit the leaf fall season.

Poster 17 Iss 1 December 2012 (A)
Winter driving
This poster is provided by the M&EE Networking Group to remind industry of the need for caution by the driver of OTMs in winter.

Poster 18 Iss 1 February 2013 (A)
Lift & Carry in Road Mode
This poster is provided by the M&EE Networking Group to remind industry of the need for caution by the operator of road-rail excavator cranes because lift and carry duty in road mode assumes a flat level surface when often the terrain is not flat or level.

Poster 19 Iss 1 February 2013 (A)
Points Run Through Within Possessions
This poster is provided by the M&EE Networking Group to remind industry of the need for caution by the driver of OTMs when traversing points within possessions.

Poster 20 Iss 1 February 2013 (A)
Drivers Reminder: Before traversing Handpoints within Depots, Yards and Sidings
This poster is provided by the M&EE Networking Group to remind industry of the need for caution by the driver of OTMs when traversing points within depots, yards and sidings.

Poster 22 Iss 1 September 2013 (A)
AFFF Fire Extinguishers Poster
This poster is provided by the M&EE Networking Group to remind industry about the potential for fire extinguishers, even AFFF type, to freeze in cold weather. Guidance is given on the labelling to be provided when the temperature range of the extinguisher has been modified from standard.

Poster P1 Iss 1 October 2013 (A)
M&EE Networking Group Poster - Lifting Accessories Misuse
This poster is provided by the M&EE Networking Group to remind industry about the dangers associated with the misuse of lifting equipment and to ensure correct operation of machines using lifting accessories.

RSSB TECHNICAL NOTES

Technical Notes have been introduced as a rapid means of providing clarification on issues relating to the assessment of Rolling Stock for conformity with Railway Group Standards where inconsistencies in the understanding of Railway Group Standards and the application of assessment processes have been identified.

They are also used as a means of providing clarification on issues relating to the understanding of Rail Industry Standards.

The object of the Technical Notes is to improve consistency of interpretation of Railway Group Standards and Rail Industry Standards, and the application of assessment processes. They are also used to share good practice for the benefit of all parties. These documents are available on the Railway Group Standards website.

TN001 Iss 2 February 2010
Scope of Certificate
This TN001 references GMRT2000 Issue 3

RELATED DOCUMENTS

TN002 Iss 2 February 2010
Superseding Certificates
This TN002 references
GMRT2000 Issue 3

TN003 Iss 2 February 2010
Special Limitations
This TN003 references
GMRT2000 Issue 3

TN004 Iss 2 February 2010
Vehicles Temporarily Removed from Traffic
This TN004 references
GMRT2000 Issue 3

TN006 Iss 2 February 2010
Issuing Certificates of Engineering Acceptance
This TN006 references
GMRT2000 Issue 3

TN007 Iss 2 February 2010
Transit Movement Certificates
This TN007 references
GMRT2000 Issue 3

TN008 Iss 2 February 2010
Issuing Fleet Certificates of Engineering Acceptance
This TN008 references
GMRT2000 Issue 3

TN009 Iss 1 November 2002
Vehicle gauging in relation to Design Conformance
Applicable to GMRT2149 Issue 2 and 3

TN010 Iss 2 February 2010
Construction Conformance Certification
This TN010 references
GMRT2000 Issue 3

TN011 Iss 2 February 2010
Listing Certificates of Conformance on E.A. Certs
This TN011 references
GMRT2000 Issue 3

TN012 Iss 2 February 2010
Identification of the Maintenance Plan
This TN012 references
GMRT2000 Issue 3

TN013 Iss 2 February 2010
Special Limitations on Superseding Certificates
This TN013 references
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TN014 Iss 2 February 2010
Issuing of Engineering Acceptance Certificates
This TN014 references
GMRT2000 Issue 3

TN015 Iss 2 February 2010
Issuing of RSLEA4 Forms
This TN015 references
GMRT2000 Issue 3

TN016 Iss 1 March 2003
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This TN016 references
GMRT2149 Issue 2 and 3

TN018 Iss 2 December 2011
Overall Braking Performance (Retardation) Indicators
This TN018 has been up-issued due to the revision of GMRT2045, arising from a small scale change proposal 10/42. TN018 clarifies when the fitment of retardation rate indicators is required.

TN020 Iss 2 February 2010
Direct Replacement Component Certification
This TN020 references
GMRT2000 Issue 3

TN023 Iss 2 February 2010
Direct Replacement Component Certification
This TN023 references
GMRT2000 Issue 3

TN025 Iss 2 February 2010
Transit Movement Certificates
This TN025 references
GMRT2000 Issue 3

TN026 Iss 2 February 2010
Maintenance Bulletins and Certification
This TN026 references
GMRT2000 Issue 3

TN027 Iss 2 February 2010
Improving Maintenance Without EA Certification
This TN027 references
GMRT2000 Issue 3

TN028 Iss 3 February 2010
Minor Repairs
This TN028 references
GMRT2000 Issue 3

TN029 Iss 3 February 2010
Minor Modifications
This TN029 references
GMRT2000 Issue 3

TN031 Iss 2 December 2011
Brake Release and Application Timings
This TN031 has been up-issued due to small scale change proposal 10/042. TN031 provides guidance on reviewing brake release timings and application timings when reviewed during scrutiny for Design, Construction or Maintenance Conformance or Engineering Acceptance.

TN032 Iss 2 March 2012
Train Protection and Warning System (TPWS) 'First of Class' test
TN032 has been reissued due to the reissue of GERT8030. TN032 provides clarification on the 'First of Class' test to satisfy the requirements of GERT8030.

RELATED DOCUMENTS

TN033 Iss 2 February 2010
Change of Vehicle Livery as a Minor Modification
This TN033 references GMRT2000 Issue 3

TN034 Iss 2 February 2010
Roll-up of Certificates of Design Conformance
This TN034 references GMRT2000 Issue 3

TN040 Iss 3 April 2010
GSM-R fitment to railway vehicles
This TN040 references GMRT2000 Issue 3

TN041 Iss 2 December 2011
Registering the fitment of GSM-R to railway vehicles on the Rolling Stock Library
This TN041 has been re-issued against GMRT2000 issue 3 as a new requirement has been incorporated into GMRT2453 issue 2, Appendix B1.11 under proposal 06/131.
TN041 applies when needing to register the fitment of GSM-R to railway vehicles on the Rolling Stock Library (RSL) and provides advice on the timing of registration.

TN046 Iss 1 June 2010
Contact Stress Calculation Methodology
This TN references GMTT0088 Issue 1.

NEW
TN049 Iss 1 June 2014
OTM Structural Strength
TN049; to clarify GMRT2400 issue 5, which 'structural category' should be applied when using BS EN 12663-1:2010.
Document comes into force June 2014.

SUPERSEDED
TN-index Iss 22 December 2012
Index to Rolling Stock Assessment Technical Notes
The Technical Note Index has been updated to reflect the withdrawal of TN043, TN044, TN045 and TN047; all have been replaced by RIS-1530-PLT Iss 4.
Superseded by TN-index Iss 23. Document ceases to be in force from June 2014.

NEW
TN-index Iss 23 June 2014
Index to Rolling Stock Assessment Technical Notes
The index has been updated to reflect the publication of TN049; to clarify in GMRT2400 issue 5, which 'structural category' should be applied when using BS EN 12663-1:2010.
Supersedes TN-index Iss 22. Document comes into force June 2014.

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http://www.rssb.co.uk/standards-and-the-rail-industry/railway-group-standards/industry-committees-dealing-with-standards

A list of Infrastructure Managers and Railway Undertakings (Licensed Companies) can be accessed from the Office of Rail Regulation (ORR) website using the following link:
http://orr.gov.uk/what-and-how-we-regulate/licensing/licensing-railway-operators/current-licences/a-e

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