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What's New

Welcome to issue four, December 2011 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 and DVD issue three, September 2011

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NEWS BULLETIN

This issue sees the following changes:

- Two new Standards
- Seven up-issued Standards
- Four withdrawn Standards
- Three new Guidance Notes
- One up-issued Guidance Note
- One withdrawn Guidance Note
- One new Rail Industry Standard
- One up-issued Code of Practice
- Four up-issued Technical Notes
- One withdrawn Technical Note
- Three new ATOC Codes of Practice
- One up-issued M&EE Poster
- Three Amendments

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, the rgsonline website or the RGS DVD please contact RSSB Enquiry Desk on 020 3142 5400 or enquirydesk@rssb.co.uk. Hardcopies of the RGS Catalogue, RGS DVD and Railway Group Standards can be purchased from Willsons Printers (01636702334).

Summary of main changes – December 2011

GKRT0053 Control of Unwanted Voltages on Telecommunications Equipment at Stations (New)
This document mandates the requirements for the control of unwanted voltages on telecommunications equipment at stations. GKRT0053 issue 1 supersedes GTTDINT100 issue 1, TDCAB018 issue 2 and TDINT023 issue 1.

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

RIS-2705-RST Rail Industry Standard for Crippling and Release of Freight Wagons (New)
This document sets out requirements for crippling and release of freight wagons and replaces Freight Technical Committee Business Standard 009 (FTC/BS/009).

GORT3350 Communication of Urgent Operating Advice (Small Scale Change)
GORT3350 issue 5 replaces issue 4 (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. 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.

GORT3451 Train Movement – Staff Suitability and Fitness Requirements (Small Scale Change)
GORT3451 issue 3 replaces issue 2 (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 the title of 2.1.2 from 'general medical examinations' to 'general health' and to update the definitions and references. This document mandates the traffic operation and management requirements for persons whose roles and responsibilities include train dispatch, shunting, train driving or travelling as a competent person with a train driver.

GORC3561 Recommendations for Train Movement – Staff Suitability and Fitness Requirements (Small Scale Change)
GORC3561 issue 4 replaces issue 3 (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.

This document gives details of a recommended method which, if followed, would enable duty holders to meet the fitness requirements in Railway Group Standard GORT3451 'Train Movement – Staff Suitability and Fitness Requirements' for train movement staff.

GOGN3655 Guidance on Medical Fitness for Railway Safety Critical Workers (New)
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 3 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 changed 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).

GCRT5021 Track System Requirements (New Issue)
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. Sections 2.5.9 and 2.7.2 are revised. This document contains 'open points' that is, requirements that have not yet been specified, but which are within scope of the document. Sections 3.2.2 and 3.2.5 are open points.
Appendices A, B, C, D, G and H are new.

GART6002 Group Standards Authorised Before 1 April 1994 – Translation of Roles and Terminology (Withdrawal)
GART6002 has ceased to be relevant. It has therefore been withdrawn in its entirety. Infrastructure managers and railway undertakings will need to take no action as a result of its withdrawal.

GERT8001 Changes to National Periodical Operations Publications for December 2011 (New Issue)
This document is primarily used to publish minor changes to National Operations Publications. Included in this issue are amendments to GERT8000-AM issue 13 and GORM3056-B issue 2.

GERT8030 Requirements for the Train Protection and Warning System (TPWS) (New Issue)
This document has been up-issued to GERT8030 issue 4 to incorporate changes arising from proposals relating to power-up testing and in-service monitoring of TPWS trainborne equipment. Sound files for audible alerts have also been incorporated into this document.
This document mandates the requirements for the Train Protection and Warning System (TPWS), the primary purpose of which is to minimise the consequence of a train passing a TPWS fitted signal at danger and a train overspeeding at certain other locations on Network Rail managed infrastructure. Additionally, it can be expected that TPWS will reduce the number of signals passed at danger (SPADs) at TPWS fitted signals.

GERT8071 Proceed-on-Sight Authorities (New Issue)
This document mandates the requirements for the degraded mode signalling facility, known as a Proceed-on-Sight Authority.
This document has been up-issued to GERT8071 issue 2 following completion of the filtering process that identifies that a number of measures are out of scope of the Railway Group Standard Code and therefore have been withdrawn.

GEGN8571 Guidance on Proceed-on-Sight Authorities (New Issue)
This document gives guidance on interpreting the requirements of Railway Group Standard GERT8071 issue 2, Proceed-on-Sight Authorities. It does not constitute a recommended method of meeting any set of mandatory requirements. GEGN8571 has been published to support GERT8071 issue 2.

GERT8106 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.
This small scale change updates the standard to include the contents of Table A.12 – Global System for Mobile Communications – Railway (GSM-R) failures. At the time of publication of GERT8106 issue 1 (in 2008) the GSM-R failure classifications information was not available. The information has now been identified. All other parts of the document are unchanged from the previous issue.

GERT8403 ERTMS Key Management (New)
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.

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GEGN8511 Guidance for Railway Undertakings on Track Safety (Withdrawal)
This document was approved for withdrawal as it contains guidance on competence (which is a single duty holder responsibility issue). The guidance on medical fitness standards provided by Appendix A was also withdrawn as it contains prescriptive requirements regarding hearing and medical periodicity that are different to those contained within GORT3451.
By withdrawing GEGN8511, thus removing these differences, the remaining standards (GORT3451, GORC3561 and GOGN3655) will provide greater clarity and flexibility and remove the potential for confusion.

GEGN8603 Guidance on ERTMS Key Management (New)
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.

TN005 Vehicles falling out of certification (Withdrawal)
This TN has been withdrawn under proposal 06/131 because of the re-issue of GMRT2453. For further information see impact assessment (11 IA11) section 2.3.

TN018 Overall Braking Performance (Retardation) Indicators (New Issue)
This TN has been up-issued due to the revision of GMRT2045, arising from a small scale change proposal 10/042. TN018 clarifies when the fitment of retardation rate indicators is required.

TN031 Brake Release and Application Timings (New Issue)
This TN 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.

TN041 Registering the fitment of GSM-R to railway vehicles on the Rolling Stock Library (New Issue)
This TN has been re-issued against GMRT2000 issue 3 as a new requirement has been incorporated into GMRT2453 issue 2, Appendix B 1.11 under proposal 06/131.
This Technical Note 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.

TN-index Index to Rolling Stock Assessment Technical Notes (New Issue)
The Technical Notes Index has been updated to reflect:
- The re-issue of TN018 and TN031 because of a small scale change to GMRT2045.
- The withdrawal of TN005 and re-issue of TN041 because of the re-issue of GMRT2453.

M&EE Poster 8 Leaf Fall Alert 2011 (New Issue)
This poster concerning driving techniques in the leaf fall season has been updated to remind industry of the importance of amending driving techniques to suit the conditions.

ATOCACOPEC01003 Approved Code of Practice – Supplier Accreditation Scheme (New)
This document provides a means by which the industry can consistently meet 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 suppliers.

ATOCACOPEC01006 Approved Code of Practice – Inter-Company Rail Vehicle Engineering Change Process (New)
This document 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 Approved Code of Practice – The Elements of Management of Safety Critical Components on Trains (New)
Management of safety critical components within 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.

On-going changes from previous issues

GKRT0029 Train Activated Warning System (Withdrawal)
This standard defines the requirements for train activated warning systems to warn people on or near the line. Appendix A was previously superseded by GIRT7012 issue 1 and now the standard is completely withdrawn as it is out of scope in its entirety as the requirements are the responsibility of a single duty holder (infrastructure manager).

GKRT0036 Transitions Between Signalling Systems (New Issue)
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.
This document has been re-issued to include only interface measures in accordance with the Railway Group Standards Code.

GKRT0075 Lineside Signal Spacing and Speed Signage (New Issue)
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 from permissible speeds and speed restrictions.
This document contains requirements that are amended under the Railway Group Standards Code (issue 3) 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.

GKGN0636 Guidance on Transitions Between Signalling Systems (New)
This document gives guidance on interpreting the requirements of Railway Group Standard GKRT0036 issue 2, Transitions Between Signalling Systems. It does not constitute a recommended method of meeting any set of mandatory requirements.
GKGN0636 has been published to support GKRT0036 issue 2.

GKGN0675 Guidance on Lineside Signal Spacing and Speed Signage (New Issue)
This document gives guidance on interpreting the requirements of Railway Group Standard GKRT0075 issue 2: Lineside Signal Spacing and Speed Signage.
This small scale change corrects inconsistencies between the guidance note and the standard GKRT0075, Lineside Signal Spacing and Speed Signage. The only changes to issue 2 are the inclusion of missing word 'section' in 3.3.5.5 a), and deletion of section D.2.4.1 d), which was a duplication of D.2.4.1 c).

GMRT2045 Braking Principles for Rail Vehicles (Small Scale Change)
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 section 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.

GMRT2400 Engineering Design of On-Track Machines (Small Scale Change)
This document defines the design requirements for features of on-track machines which are not addressed by other Railway Group Standards.
The change made, using the small scale change process, is to align the requirements for windows and windscreens with those in BS EN 14033 for on-track machines, rather than mandate those applicable to passenger rolling stock.

GMRT2453 Registration, Identification and Data to be Displayed on Rail Vehicles (New Issue)
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 the data to be displayed on rail vehicles.
This issue incorporates mandatory requirements that were previously in GMRT2210 issue 2 and GMRT2459 issue 1.

GORM3053 Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods – Glossary (New Issue)
Glossary for the Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods.

GORT3053-A Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods – Section A – Classification, Acceptance and Identification (New Issue)
The Pink Pages was reviewed in its entirety and re-issued to remove unduly prescriptive items, incorporate changes to the international and national legislation and PON amendments and to align with the Rule Book Modules.

GORT3053-APP 1 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 (New Issue)
The Pink Pages was reviewed in its entirety and re-issued to remove unduly prescriptive items, incorporate changes to the international and national legislation and PON amendments and to align with the Rule Book Modules.

GORT3053-APP 2 Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods – Appendix 2 – Bulk Traffic Dangerous Goods Wagon and Container Separation Distance Requirements/Prohibitions (New Issue)
The Pink Pages was reviewed in its entirety and re-issued to remove unduly prescriptive items, incorporate changes to the international and national legislation and PON amendments and to align with the Rule Book Modules.

GORT3053-B Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods – Section B – Hazard Identification (New Issue)
The Pink Pages was reviewed in its entirety and re-issued to remove unduly prescriptive items, incorporate changes to the international and national legislation and PON amendments and to align with the Rule Book Modules.

GORT3053-C Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods – Section C – Marshalling, Movement and Loading (New Issue)
The Pink Pages was reviewed in its entirety and re-issued to remove unduly prescriptive items, incorporate changes to the international and national legislation and PON amendments and to align with the Rule Book Modules.

GORT3053-D Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods – Section D – Dangerous Goods Facility Instructions (New Issue)
The Pink Pages was reviewed in its entirety and re-issued to remove unduly prescriptive items, incorporate changes to the international and national legislation and PON amendments and to align with the Rule Book Modules.

GORT3053-E Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods – Section E – NOT USED (New Issue)
The Pink Pages was reviewed in its entirety and re-issued to remove unduly prescriptive items, incorporate changes to the international and national legislation and PON amendments and to align with the Rule Book Modules.

GORT3053-F Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods – Section F – Fires and Incidents Involving Dangerous Good (New Issue)
The Pink Pages was reviewed in its entirety and re-issued to remove unduly prescriptive items, incorporate changes to the international and national legislation and PON amendments and to align with the Rule Book Modules.

GORT3053-G Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods – Section G – Emergency Transhipment of Dangerous Goods (New Issue)
The Pink Pages was reviewed in its entirety and re-issued to remove unduly prescriptive items, incorporate changes to the international and national legislation and PON amendments and to align with the Rule Book Modules.

GORC3537 Recommendations for Defective On-Train Equipment (Small Scale Change)
GORC3537 gives details of a recommended method which, if followed, would meet the requirements of Railway Group Standard GORT3437.
This document contains requirements that are amended under the Railway Group Standards Code (issue 3) 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.

GERT8000-AC AC electrified lines (New Issue)
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.
This module has been re-issued as some of the requirements in the previous issue have been transferred to GERT8000-HB16.

GERT8000-AM AM Amendments module (New Issue)
This module contains those amendments previously published in the Periodical Operating Notice. It will also contain amendments published for the first time and amendments that do not justify re-issue for the module concerned.

GERT8000-DC DC electrified lines (New Issue)
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.
This module has been re-issued as some of the requirements in the previous issue have been transferred to GERT8000-HB17.

GERT8000-HB1 General duties and track safety for track workers (New Issue)
This handbook is for those personnel who need to go on the operational railway to carry out their duties.
GERT8000-HB1 has been re-issued due to the wording in Section 3.3 being revised and a new section added to the handbook, section 7.6.

GERT8000-HB3 Duties of the lookout and site warden (New Issue)
This handbook is for those personnel who carry out duties of the lookout and site warden.
GERT8000-HB3 has been re-issued due to the wording in Section 5 being revised.

GERT8000-HB5 Handsignalling duties (New Issue)
This handbook is for those personnel who carry out handsignalling duties.
GERT8000-HB5 has been re-issued due to the wording in Section 5.3 being revised.

GERT8000-HB16 AC electrified lines (New)
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 DC electrified lines (New)
This handbook is for those personnel who need to go on the operational railway in a DC electrified area to carry out their duties.

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GERT8000-HB18 Duties of a level crossing attendant (New)
You will need this handbook if you carry out the duties of a level crossing attendant.

GERT8000-Index Rule Book Index and Glossary (New Issue)
The Rule Book index and glossary is a reference document to help users find the module and section number of particular rules or subject matter. Explanations of the terms used in the Rule Book modules are set out in the glossary.

GERT8000-Issue Rule Book module issue history (New Issue)
Rule Book module issue history lists the current issue of each module.

GERT8000-Issue HB Rule Book handbook issue history (New)
Rule Book handbook issue history lists the current issue of each handbook.

GERT8000-PPBL Pink pages briefing leaflet (New)
The Pink Pages briefing leaflet contains details on changes made to the working manual for rail staff handling and carriage of dangerous goods in December 2011.

GERT8000-RBBL Rule Book briefing leaflet (New Issue)
The Rule Book briefing leaflet contains details on changes made to the Rule Book in December 2011.

GERT8000-TW8 Level crossings – drivers' instructions (New Issue)
You will need this module if you carry out the duties of a driver.
TW8 has been re-issued and now applies to drivers only. The requirements for level crossing attendants, previously shown in the module, have been transferred to GERT8000-HB18.

GERT8000-TS9 Level crossings – signallers' regulations (New Issue)
You will need this module if you carry out the duties of a signaller in an area where there is a level crossing.
TS9 has been re-issued because some of the measures have been withdrawn or transferred to module TS1 or to signal box special instructions as appropriate.

GERT8054 Management of Shared Information Systems (New Issue)
The 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 implications that they have identified to the System Management Group (SMG) they belong to.
This document has been re-issued to remove two measures that have been withdrawn as they are out of scope of the Railway Group Standards Code and all other measures have been rewritten and simplified.

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Changes from September 2011, Issue Three of the RGS Catalogue and DVD

Document Number / Title	New	Cancelled	Small Scale Change	Comments	Date Document comes into force	Document ceases to be in force from
GKRT0053 – Issue 1 **Control of Unwanted Voltage on Telecommunications Equipment at Stations**	●			Supersedes GTTDINT100 Iss 1, TDCAB018 Iss 2 and TDINT023 Iss 1	03 March 2012	
GTTDINT100 – Issue 1 **Earthing and Equipotential Bonding of Telecommunications Equipment**		●		Superseded by GKRT0053 Iss 1		03 March 2012
TDCAB018 – Issue 2 **Applied Voltage and Transmission Level Maxima for Balanced-Pair Telecommunications Cables**		●		Superseded by GKRT0053 Iss 1		03 March 2012
TDINT023 – Issue 1 **Protection of 2MBITS/S PCM on Physical Pairs from High Induced Voltages**		●		Superseded by GKRT0053 Iss 1		03 March 2012
GKGN0653 – Issue 1 **Guidance on Control of Unwanted Voltages on Telecommunications Equipment at Stations**	●				03 March 2012	
RIS-2705-RST – Issue 1 **Rail Industry Standard for Crippling and Release of Freight Wagons**	●				Immediate (03 December 2011)	
GORT3350 – Issue 5 **Communication of Urgent Operating Advice**			●	Supersedes GORT3350 Iss 4	03 March 2012	
GORT3350 – Issue 4 **Communication of Urgent Operating Advice**		●		Superseded by GORT3350 Iss 5		03 March 2012

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Document Number / Title	New	Cancelled	Small Scale Change	Comments	Date Document comes into force	Document ceases to be in force from
GORT3451 – Issue 3 **Train Movement – Staff Suitability and Fitness Requirements**			●	Supersedes GORT3451 Iss 2	03 March 2012	
GORT3451 – Issue 2 **Train Movement – Staff Suitability and Fitness Requirements**		●		Superseded by GORT3451 Iss 3		03 March 2012
GORC3561 – Issue 4 **Recommendations for Train Movement – Staff Suitability and Fitness Requirements**			●	Supersedes GORC3561 Iss 3	03 March 2012	
GORC3561 – Issue 3 **Recommendations for Train Movement – Staff Suitability and Fitness Requirements**		●		Superseded by GORC3561 Iss 4		03 March 2012
GOGN3655 – Issue 1 **Guidance on Medical Fitness for Railway Safety Critical Workers**	●				03 March 2012	
GCRT5021 – Issue 5 **Track System Requirements**	●			Supersedes GCRT5021 Iss 4	03 March 2012	
GCRT5021 – Issue 4 **Track System Requirements**		●		Superseded by GCRT5021 Iss 5		03 March 2012
GART6002 – Issue 1 **Group Standards Authorised Before 1 April 1994 – Translation of Roles and Terminology**		●				Immediate (03 December 2011)
GERT8001 – Issue 32 **Changes to National Operations Publications for December 2011**	●			Supersedes GERT8001 Iss 31	Immediate (03 December 2011)	
GERT8001 – Issue 31 **Changes to National Operations Publications for September 2011**		●		Superseded by GERT8001 Iss 32		Immediate (03 December 2011)
GERT8030 – Issue 4 **Requirements for the Train Protection and Warning System (TPWS)**	●			Supersedes GERT8030 Iss 3	In force 03 March 2012 To be complied with by 01 December 2012	

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Document Number / Title	New	Cancelled	Small Scale Change	Comments	Date Document comes into force	Document ceases to be in force from
GERT8030 – Issue 3 **Requirements for the Train Protection and Warning System (TPWS)**		●		Superseded by GERT8030 Iss 4 and supersedes GERT8030 Iss 2		01 December 2012
GERT8030 – Issue 2 **Requirements for the Train Protection and Warning System (TPWS)**		●		Superseded by GERT8030 Iss 3		03 March 2012
GERT8071 – Issue 2 **Proceed-on-Sight Authorities**	●			Supersedes GERT8071 Iss 1	03 March 2012	
GERT8071 – Issue 1 **Control Facilities for use during Lineside Signalling Failures**		●		Superseded by GERT8071 Iss 2		03 March 2012
GEGN8571 – Issue 2 **Guidance on Proceed-on-Sight Authorities**	●			Supersedes GEGN8571 Iss 1	03 March 2012	
GEGN8571 – Issue 1 **Guidance on Control Facilities for use during Lineside Signalling Failures**		●		Superseded by GEGN8571 Iss 2		03 March 2012
GERT8106 – Issue 2 **Management of Safety Related Control, Command and Signalling (CCS) System Failures**			●	Supersedes GERT8106 Iss 1	03 March 2012	
GERT8106 – Issue 1 **Management of Safety Related Control, Command and Signalling (CCS) System Failures**		●		Superseded by GERT8106 Iss 2		03 March 2012
GERT8403 – Issue 1 **ERTMS Key Management**	●				01 June 2013	
GEGN8511 – Issue 2 **Guidance for Railway Undertakings on Track Safety**		●				03 March 2012
GEGN8603 – Issue 1 **Guidance on ERTMS Key Management**	●				01 June 2013	
TN005 – Issue 1 **Vehicle falling out of certification**		●				Immediate (03 December 2011)

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Document Number / Title	New	Cancelled	Small Scale Change	Comments	Date Document comes into force	Document ceases to be in force from
TN018 – Issue 2 **Overall Braking Performance (Retardation) Indicators**			●	Supersedes TN018 Iss 1	Immediate (03 December 2011)	
TN018 – Issue 1 **Overall Braking Performance (Retardation) Indicators**		●		Superseded by TN018 Iss 2		Immediate (03 December 2011)
TN031 – Issue 2 **Brake Release and Application Timings**			●	Supersedes TN031 Iss 1	Immediate (03 December 2011)	
TN031 – Issue 1 **Brake Release and Application Timings**		●		Superseded by TN031 Iss 2		Immediate (03 December 2011)
TN041 – Issue 2 **Registering the fitness of GSM-R to railway vehicles on the Rolling Stock Library**	●			Supersedes TN041 Iss 1	Immediate (03 December 2011)	
TN041 – Issue 1 **Registering the fitness of GSM-R to railway vehicles on the Rolling Stock Library**		●		Superseded by TN041 Iss 2		Immediate (03 December 2011)
TN-index – Issue 20 **Index to Rolling Stock Assessment Technical Notes**	●			Supersedes TN-index Iss 19	Immediate (03 December 2011)	
TN-index – Issue 19 **Index to Rolling Stock Assessment Technical Notes**		●		Superseded by TN-index Iss 20		Immediate (03 December 2011)
M&EE Poster 8 – Issue 2 **Leaf Fall Alert 2011**	●			Supersedes Poster 8 Iss 1	Immediate (03 December 2011)	
M&EE Poster 8 – Issue 1 **Leaf Fall Alert**		●		Superseded by Poster 8 Iss 2		Immediate (03 December 2011)
ATOCACOPEC01003 – Issue 1B **Approved Code of Practice - Supplier Accreditation Scheme**	●				Came into force 12 August 2005	
ATOCACOPEC01006 – Issue 2 **Approved Code of Practice - Inter-Company Rail Vehicle Engineering Change Process**	●				Came into force 01 November 2010	

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Document Number / Title	New	Cancelled	Small Scale Change	Comments	Date Document comes into force	Document ceases to be in force from
ATOCACOPEC01007 – Issue 1 **Approved Code of Practice - The Elements of Management of Safety Critical Components on Trains**	●				Came into force 01 September 2004	
ONGOING CHANGES FROM PREVIOUS ISSUES						
GKRT0029 – Issue 1 **Train Activated Warning System**		●				Immediate (03 December 2011)
GKRT0036 – Issue 2 **Transitions Between Signalling Systems**	●			Supersedes GKRT0036 Iss 1	Immediate (03 December 2011)	
GKRT0036 – Issue 1 **Transitions Between Lineside Signalling Systems and Other Systems of Train Control**		●		Superseded by GKRT0036 Iss 2		Immediate (03 December 2011)
GKRT0075 – Issue 2 **Lineside Signal Spacing and Speed Signage**			●	Supersedes GKRT0075 Iss 1	Immediate (03 December 2011)	
GKRT0075 – Issue 1 **Lineside Signal Spacing and Speed Signage**		●		Superseded by GKRT0075 Iss 2		Immediate (03 December 2011)
GKGN0636 – Issue 1 **Guidance on Transitions Between Signalling Systems**	●				Immediate (03 December 2011)	
GKGN0675 – Issue 2 **Guidance on Lineside Signal Spacing and Speed Signage**			●	Supersedes GKGN0675 Iss 1	Immediate (03 December 2011)	
GKGN0675 – Issue 1 **Guidance on Lineside Signal Spacing and Speed Signage**		●		Superseded by GKGN0675 Iss 2		Immediate (03 December 2011)
GMRT2045 – Issue 3 **Braking Principles for Rail Vehicles**			●	Supersedes GMRT2045 Iss 2	Immediate (03 December 2011)	
GMRT2045 – Issue 2 **Braking Principles for Rail Vehicles**		●		Superseded by GMRT2045 Iss 3		Immediate (03 December 2011)

Document Number / Title	New	Cancelled	Small Scale Change	Comments	Date Document comes into force	Document ceases to be in force from
GMRT2400 – Issue 4 **Engineering Design of On-Track Machines**			●	Supersedes GMRT2400 Iss 3	Immediate (03 December 2011)	
GMRT2400 – Issue 3 **Engineering Design of On-Track Machines**		●		Superseded by GMRT2400 Iss 4		Immediate (03 December 2011)
GMRT2453 – Issue 2 **Registration, Identification and Data to be Displayed on Rail Vehicles**	●			Supersedes GMRT2453 Iss 1, GMRT2210 Iss 2 and GMRT2459 Iss 1	Immediate (03 December 2011)	
GMRT2453 – Issue 1 **Registration of Rail Vehicles and Mandatory Data Requirements**		●		Superseded by GMRT2453 Iss 2		Immediate (03 December 2011)
GMRT2210 – Issue 2 **Identification of Rail Vehicles**		●		Superseded by GMRT2453 Iss 2		Immediate (03 December 2011)
GMRT2459 – Issue 1 **Data to be Displayed on Rail Vehicles**		●		Superseded by GMRT2453 Iss 2		Immediate (03 December 2011)
GORM3053 – Issue 3 **Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Glossary**	●			Supersedes GORM3053 Iss 2	Immediate (03 December 2011)	
GORM3053 – Issue 2 **Working Manual for Rail Staff: Handling and Carriage of Dangerous Goods. Glossary**		●		Superseded by GORM3053 Iss 3		Immediate (03 December 2011)
GORT3053-A – Issue 3 **Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods – Section A – Classification, Acceptance and Identification**	●			Supersedes GORT3053-A Iss 2	Immediate (03 December 2011)	

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Document Number / Title	New	Cancelled	Small Scale Change	Comments	Date Document comes into force	Document ceases to be in force from
GORT3053-A – Issue 2 **Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section A Classification, Acceptance and Identification**		●		Superseded by GORT3053-A Iss 3		Immediate (03 December 2011)
GORT3053-App 1 – Issue 5 **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**	●			Supersedes GORT3053-App 1 Iss 4	Immediate (03 December 2011)	
GORT3053-App 1 – Issue 4 **List of Dangerous Goods with their United Nations Number, Dangerous Goods Class and TOPS Commodity Code**		●		Superseded by GORT3053-App 1 Iss 5		Immediate (03 December 2011)
GORT3053-App 2 – Issue 4 **Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods – Appendix 2 – Bulk Traffic Dangerous Goods Wagon and Container Separation Distance Requirements/ Prohibitions**	●			Supersedes GORT3053-App 2 Iss 3	Immediate (03 December 2011)	
GORT3053-App 2 – Issue 3 **Bulk Traffic Dangerous Goods Wagon Container Separation Distance Requirements or Prohibitions**		●		Superseded by GORT3053-App 2 Iss 4		Immediate (03 December 2011)

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Document Number / Title	New	Cancelled	Small Scale Change	Comments	Date Document comes into force	Document ceases to be in force from
GORT3053-B – Issue 3 **Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods – Section B – Hazard Identification**	●			Supersedes GORT3053-B Iss 2	Immediate (03 December 2011)	
GORT3053-B – Issue 2 **Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section B Package Labels and Wagon/Container Placards**		●		Superseded by GORT3053-B Iss 3		Immediate (03 December 2011)
GORT3053-C – Issue 3 **Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods – Section C – Marshalling, Movement and Loading**	●			Supersedes GORT3053-C Iss 2	Immediate (03 December 2011)	
GORT3053-C – Issue 2 **Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section C Marshalling, Movement and Loading**		●		Superseded by GORT3053-C Iss 3		Immediate (03 December 2011)
GORT3053-D – Issue 3 **Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods – Section D – Dangerous Goods Facility Instructions**	●			Supersedes GORT3053-D Iss 2	Immediate (03 December 2011)	
GORT3053-D – Issue 2 **Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section D Dangerous Goods Facility Instructions**		●		Superseded by GORT3053-D Iss 3		Immediate (03 December 2011)

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Document Number / Title	New	Cancelled	Small Scale Change	Comments	Date Document comes into force	Document ceases to be in force from
GORT3053-E – Issue 3 **Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods – Section E – NOT USED**	●			Supersedes GORT3053-E Iss 2	Immediate (03 December 2011)	
GORT3053-E – Issue 2 **Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section E Hazard Identification**		●		Superseded by GORT3053-E Iss 3		Immediate (03 December 2011)
GORT3053-F – Issue 4 **Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods – Section F – Fires and Incidents Involving Dangerous Goods**	●			Supersedes GORT3053-F Iss 3	Immediate (03 December 2011)	
GORT3053-F – Issue 3 **Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section F Fires and Incidents involving Dangerous Goods**		●		Superseded by GORT3053-F Iss 4		Immediate (03 December 2011)
GORT3053-G – Issue 3 **Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods – Section G – Emergency Transhipment of Dangerous Goods**	●			Supersedes GORT3053-G Iss 2	Immediate (03 December 2011)	
GORT3053-G – Issue 2 **Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section G Emergency Transhipment of Dangerous Goods**		●		Superseded by GORT3053-G Iss 3		Immediate (03 December 2011)

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Document Number / Title	New	Cancelled	Small Scale Change	Comments	Date Document comes into force	Document ceases to be in force from
GORC3537 – Issue 5 **Recommendations for Defective On-Train Equipment**			●	Supersedes GORC3537 Iss 4	Immediate (03 December 2011)	
GORC3537 – Issue 4 **Recommendations for Defective On-Train Equipment**		●		Superseded by GORC3537 Iss 5		Immediate (03 December 2011)
GERT8000-AC – Issue 2 **AC electrified lines**	●			Supersedes GERT8000-AC Iss 1	Immediate (03 December 2011)	
GERT8000-AC – Issue 1 **AC electrified lines**		●		Superseded by GERT8000-AC Iss 2		Immediate (03 December 2011)
GERT8000-AM – Issue 13 **AM Amendments module**	●			Supersedes GERT8000-AM Iss 12	Immediate (03 December 2011)	
GERT8000-AM – Issue 12 **AM Amendments module**		●		Superseded by GERT8000-AM Iss 13		Immediate (03 December 2011)
GERT8000-DC – Issue 2 **DC electrified lines**	●			Supersedes GERT8000-DC Iss 1	Immediate (03 December 2011)	
GERT8000-DC – Issue 1 **DC electrified lines**		●		Superseded by GERT8000-DC Iss 2		Immediate (03 December 2011)
GERT8000-HB1 – Issue 2 **General duties and track safety for track workers**	●			Supersedes GERT8000-HB1 Iss 1	Immediate (03 December 2011)	
GERT8000-HB1 – Issue 1 **General duties and track safety for track workers**		●		Superseded by GERT8000-HB1 Iss 2		Immediate (03 December 2011)
GERT8000-HB3 – Issue 2 **Duties of the lookout and site warden**	●			Supersedes GERT8000-HB3 Iss 1	Immediate (03 December 2011)	
GERT8000-HB3 – Issue 1 **Duties of the lookout and site warden**		●		Superseded by GERT8000-HB3 Iss 2		Immediate (03 December 2011)
GERT8000-HB5 – Issue 2 **Handsignalling duties**	●			Supersedes GERT8000-HB5 Iss 1	Immediate (03 December 2011)	
GERT8000-HB5 – Issue 1 **Handsignalling duties**		●		Superseded by GERT8000-HB5 Iss 2		Immediate (03 December 2011)

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Document Number / Title	New	Cancelled	Small Scale Change	Comments	Date Document comes into force	Document ceases to be in force from
GERT8000-HB16 – Issue 1 **AC electrified lines**	●				Immediate (03 December 2011)	
GERT8000-HB17 – Issue 1 **DC electrified lines**	●				Immediate (03 December 2011)	
GERT8000-HB18 – Issue 1 **Duties of a level crossing attendant**	●				Immediate (03 December 2011)	
GERT8000-Index – Issue 13 **Rule Book Index and Glossary**	●			Supersedes GERT8000-Index Iss 12	Immediate (03 December 2011)	
GERT8000-Index – Issue 12 **Rule Book Index and Glossary**		●		Superseded by GERT8000-Index Iss 13		Immediate (03 December 2011)
GERT8000-Issue – Issue 18 **Rule Book module issue history**	●			Supersedes GERT8000-Issue Iss 17	Immediate (03 December 2011)	
GERT8000-Issue – Issue 17 **Rule Book module issue history**		●		Superseded by GERT8000-Issue Iss 18		Immediate (03 December 2011)
GERT8000-Issue HB – Issue 1 **Rule Book handbook issue history**	●				Immediate (03 December 2011)	
GERT8000-PPBL – Issue 1 **Pink pages briefing leaflet**	●				Immediate (03 December 2011)	
GERT8000-RBBL – Issue 21 **Rule Book briefing leaflet**	●			Supersedes GERT8000-RBBL Iss 20	Immediate (03 December 2011)	
GERT8000-RBBL – Issue 20 **Rule Book briefing leaflet**		●		Superseded by GERT8000-RBBL Iss 21		Immediate (03 December 2011)
GERT8000-TW8 – Issue 5 **Level crossings – driver's instructions**	●			Supersedes GERT8000-TW8 Iss 4	Immediate (03 December 2011)	
GERT8000-TW8 – Issue 4 **Level crossings**		●		Superseded by GERT8000-TW8 Iss 5		Immediate (03 December 2011)
GERT8000-TS9 – Issue 2 **Level crossings – signallers' regulations**	●			Supersedes GERT8000-TS9 Iss 1	Immediate (03 December 2011)	

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Document Number / Title	New	Cancelled	Small Scale Change	Comments	Date Document comes into force	Document ceases to be in force from
GERT8000-TS9 – Issue 1 **Level crossings – signallers' instructions**		●		Superseded by GERT8000-TS9 Iss 2		Immediate (03 December 2011)
GERT8054 – Issue 2 **Management of Shared Information Systems**	●			Supersedes GERT8054 Iss 1	Immediate (03 December 2011)	
GERT8054 – Issue 1 **Management of Shared Information Systems**		●		Superseded by GERT8054 Iss 2		Immediate (03 December 2011)
GERC8554 – Issue 1 **Recommendations for the Management of Shared Information Systems**		●				Immediate (03 December 2011)

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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

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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 Duty Holders 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 pursuant to the RGS Code (or equivalent predecessor documents, including previous versions of the RGS Code) defining mandatory requirements in respect of the mainline railway. These mandatory requirements may be in the form of technical and/or operational requirements, or a process for cooperation. Compliance with RGSs is mandatory for Infrastructure Managers and Railway Undertakings who operate on the GB mainline railway. Where appropriate, a deviation to comply with an alternative to the content of a RGS may be granted by a Standards Committee in accordance with the RGS Code.

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 non-mandatory document that is intended to provide potentially helpful information relating to the management and/or operation of the railway system or its subsystems. A GN may provide background to the measures contained within a RGS or describe information in relation to an issue that is outside the scope of RGSs. In some circumstances a GN may quote the mandatory measures from a RGS alongside the non-mandatory content in order to provide a complete picture.

RM Manual

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

Document Prefixed RIS (Rail Industry Standard)

A Rail Industry Standard is a non-mandatory document that a group of members of RSSB, including at least one duty holder, have requested RSSB to produce and which that group has agreed to work to. A RIS defines functional or technical provisions in circumstances when management of a railway subsystem does not necessitate co-operation between duty holders but where there are expected to be economic benefits from that group all doing things in a similar manner. They will have a number format RIS-nnnn-XXX, where RIS is the acronym for Rail Industry Standard, nnn 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, meeting dates and cut-off dates for submission of documents can be found on the RSSB website at http://www.rssb.co.uk/RGS/Pages/StandardsCommitteesPage.aspx. A list of standards committee members can also be found in the Members Lists section of the RGS Catalogue.

Changing Railway Group Standards

The process for making changes is detailed in the Railway Group Standards Code issue three, section five. 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/RGS/Pages/STANDARDSCHANGE.aspx 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. Both these stages are documented in the Railway Group Standards Code. The proposals register and the RSSB Standards Programme can be found on the RSSB website at http://www.rssb.co.uk/RGS/Pages/STANDARDSCHANGE.aspx.

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.

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 procedure defined in part 6 of the Railway Group Standards Code (the Code) and the supporting provisions defined in the 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/RGS/Pages/DEVIATIONS.aspx. under 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 document 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.

Duty Holders

In the context of Railway Group Standards, the term duty holders refers to Infrastructure Managers who hold a safety authorisation and Railway Undertakings who hold a Part B safety certificate issued in respect of the GB 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

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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 (GORM3053)
- Working Manual for Rail Staff: Freight Train Operators (GORM3056)
- Rule Book Forms

Details of these documents can be found in the sections '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:

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(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) and are available on DVD. The web service is free to access and there is no requirement for a password to enter the site. The DVD is sold on a subscription basis and the prices are detailed below.

RSSB Members	£750 pa. In addition to the issue of four DVDs (i.e. one every three months), this will permit unlimited printing.
Other Companies	£1500 pa for the issue of four DVDs (i.e. one every three months) with unlimited print facility.
Additional Copies	If more than one copy of the DVD is required (e.g. for outbases), additional copies can be added to your subscription at a cost of £47 per set.
Back-dated Copies	RSSB Members £187 per copy and Other Companies £375 per copy.

The prices shown include VAT. If you wish to place an order for a DVD subscription, please contact Willsons Printers on 01636 702334 with your credit card details or a purchase order number. DVDs will be supplied following your remittance.

For advice or assistance on the rgsonline website please contact the RSSB enquiry desk on 020 3142 5400 or email enquiries to enquirydesk@rssb.co.uk.

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)
- 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.

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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.

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Amendments and Clarifications to Current Documents

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS – DECEMBER 2011

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

☒ Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	GM/RT2400	Document issue no.	4	Document issue date	September 2011
Document title	Engineering Design of On-Track Machines				
Clause number/ Document location	B.1.1 and B.2.1				
Original text	B.1.1 In working configuration the maximum wheel loads (Q_{max}) of the main wheels or auxiliary wheels in relation to the diameter of the wheel and the rail material are to be fixed by the following formula: – — with V_{head} = 1.1 d = worn wheel diameter limit (mm). σ_B = minimum resistance to tensile failure. (N/mm^2). B.2.1 For machines, notably railway cranes, of which the wheel loads shall be controlled in different work configurations by means of a device (for example device for limiting of overturning moment) which prevents the maximum value of the wheel load being exceeded. Wheel loads shall accord with the following formula: – — with Vhead = 1.1 d = worn wheel diameter limit (mm). σB= minimum resistance to tensile failure. (N/mm2).				
Reason for Amendment	The published document was turned from MS Word 2007 into PDF format using Adobe. However this does not process formulae correctly, leaving a blank. Alternative software has to be used to overcome this problem				
Amendment text	B.1.1 In working configuration the maximum wheel loads (Q_{max}) of the main wheels or auxiliary wheels in relation to the diameter of the wheel and the rail material are to be fixed by the following formula: $Q_{max} = 8.257 \times 10^{-7} \times \frac{d}{2} \left(\frac{\sigma_B}{V_{head}}\right)^2 \quad (kN)$ with V_{head} = 1.1 d = worn wheel diameter limit (mm). σ_B = minimum resistance to tensile failure. (N/mm^2). B.2.1 For machines, notably railway cranes, of which the wheel loads shall be controlled in different work configurations by means of a device (for example device for limiting of overturning moment) which prevents the maximum value of the wheel load being exceeded. Wheel loads shall accord with the following formula: $Q_{max} = 10.52 \times 10^{-7} \times \frac{d}{2} \left(\frac{\sigma_B}{V_{head}}\right)^2 \quad (kN)$ with Vhead = 1.1 d = worn wheel diameter limit (mm). σB= minimum resistance to tensile failure. (N/mm2).				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ 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/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				

ONGOING AMENDMENTS/CLARIFICATIONS FROM PREVIOUS ISSUES

Document number	Various - see below	Document issue	Document issue date
Title:			
Section:	Definitions	Clause number	
Amendment text	The process of verification to confirm compliance with Railway Group Standards with respect to rolling stock is usually known as the engineering acceptance process. The output of this verification process is a Certificate of Engineering Acceptance. The deviation 06/156/NC that enables railway undertakings to disapply GM/RT2000 from 1st October 2006 requires a universal change to the definition of the Certificate of Engineering Acceptance. As a consequence the definition should read as follows: Certificate of Engineering Acceptance *The declaration by a Railway Undertaking, or by a Notified Body or a Competent Person employed or contracted by a Railway Undertaking, that a rail vehicle(s) conforms to all of the relevant mandatory standards (including authorised deviations)* The standards which include the definition are as follows: GE/RT8270, issue 1, February 2003, Route Acceptance of Rail Vehicles including Changes in Operation or Infrastructure GM/RT2000, issue 2, October 2000, Engineering Acceptance of Rail Vehicles GM/RT2190, issue 2, February 2004, Requirements for Rail Vehicle Mechanical and Electrical Coupling Systems GM/RT2453, issue 1, October 2000, Registration and Mandatory Data for Rail Vehicles		

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☐ Amendment	☒ Clarification (For definitions see the Standards Manual - Part 2)				
Document number	GK/RT0045	Document issue no.	1	Document issue date	Feb 2010
Document title	Lineside Signals, Indicators and Layout of Signals				
Clause number/ Document location	1.2.3 Related requirements in other documents				
Original text	GK/RT0075 Lineside Signal Spacing and Permissible Speeds				
Reason for Clarification	The reference to GK/RT0075 Lineside Signal Spacing and Permissible Speeds should indicate that the document had not been issued at the time of publication of GK/RT0045 Issue One				
Clarification text	GK/RT0075 Lineside Signal Spacing and Permissible Speeds (due for publication late 2010)				

Document number	GK/RT0054	Document issue	1	Document issue date March 1998
Title:	Radio Electronic Token Block			
Section:	8		Clause number	8.2d
Amendment/ Clarification text	The text in clause 8.2d reads: ‘display a No Token message when a token is returned and before the next token is received’. It should read: ‘be blank when no token message is present’. This correction clarifies that a ‘No Token’ message is not shown on the display when a message is not present.			

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

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/RT0075	Document issue no.	1	Document issue date	March 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	2.6.3				
Original text	It is permissible for mid-platform signals to be located so that the distance from the single yellow aspect at the mid-platform signal to the red aspect at the platform starting signal is less than one-third of the minimum signalling braking distance. In this case the permissible speed and the location of the mid-platform signal shall be configured to comply with all of the following requirements:				
Reason for Amendment	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675 Note: amended text is underlined to make it more easily identifiable. It is not underlined in the RGS				
Amendment	It is permissible for mid-platform signals to be located so that the distance from the single yellow aspect at the mid-platform signal to the red aspect at the platform starting signal is less than one-third of <u>the required minimum signalling braking distance between the double yellow aspect and the red aspect</u>. In this case the permissible speed and the location of the mid-platform signal shall be configured to comply with all of the following requirements:				

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/RT0075	Document issue no.	1	Document issue date	March 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	2.8.2				
Original text	Where a signalling braking distance crosses a boundary between infrastructure managers, the minimum <u>spacing</u> distance between a caution signal and the associated stop signal (or equivalent end of movement authority) shall be determined using the <u>signal spacing</u> criteria specified by the infrastructure manager controlling the stop signal (or responsible for end of movement authority).				
Reason for Amendment/ Clarification	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675 Note: amended text is underlined to make it more easily identifiable. It is not underlined in the RGS.				
Amendment text	Where a signalling braking distance crosses a boundary between infrastructure managers, the minimum distance between a caution signal and the associated stop signal (or equivalent end of movement authority) shall be determined using the <u>signalling braking</u> criteria specified by the infrastructure manager controlling the stop signal (or responsible for the end of movement authority).				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/RT0075	Document issue no.	1	Document issue date	March 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	3.1.2 f)				
Original text	f) The omission of differential speed signs, where differential speeds are implemented by instruction (see 3.2.1).				
Reason for Amendment	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675 Note: amended text is underlined to make it more easily identifiable. It is not underlined in the RGS.				
Amendment text	f) The omission of differential speed signs, where differential speeds are implemented by instruction (see 3.3.1).				

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/RT0075	Document issue no.	1	Document issue date	March 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	3.2.1.1				
Original text	The infrastructure manager shall provide lineside operational safety signs to display the permissible speeds and temporary speed restriction information applicable to each running line, for each direction that trains can be operated under signalled movement authorities for main running movements.				
Reason for Amendment	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675 Note: amended text is underlined to make it more easily identifiable. It is not underlined in the RGS.				
Amendment text	The infrastructure manager shall provide lineside operational safety signs to display permissible speeds and temporary speed restriction information, applicable to each running line, for each direction that trains can be operated under signalled movement authorities for main running movements.				

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/RT0075	Document issue no.	1	Document issue date	March 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	3.4				
Original text	Signs for temporary and emergency speed restrictions				
Reason for Amendment	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675				
Amendment text	Provision of signs for temporary and emergency speed restrictions				

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/RT0075	Document issue no.	1	Document issue date	March 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	3.4.1.4a)				
Original text	a) Trains always start from rest (for example, a siding or dead end platform line) and the commencement of the speed restriction is less than 300 m ahead, <u>and</u>				
Reason for Amendment	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675				
Amendment text	a) Trains always start from rest (for example, a siding or dead end platform line) and the commencement of the speed restriction is less than 300 m ahead, <u>or</u>				

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/RT0075	Document issue no.	1	Document issue date	March 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	D.2.4.5d)				
Original text	d) An AWS cancelling indicator shall not be <u>provide</u>				
Reason for Amendment	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675 Note: amended text is underlined to make it more easily identifiable. It is not underlined in the RGS.				
Amendment text	d) An AWS cancelling indicator shall not be <u>provided</u>.				

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/RT0075	Document issue no.	1	Document issue date	March 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	D.3.2.1				
Original text	Where a temporary speed restriction is immediately followed by another temporary speed restriction with a higher speed all of the following arrangements shall apply (see Figure D-22):				
Reason for Amendment	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675				
Amendment text	Where the deceleration distance means that the warning board for a temporary speed restriction falls within or before a higher temporary speed restriction all of the following arrangements shall apply (see Figures D-23 and D-24):				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/RT0075	Document issue no.	1	Document issue date	March 2011
Document title	Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	D.4.1.1				
Original text	Where a temporary speed restriction is immediately followed by another temporary speed restriction with a higher speed all of the following arrangements shall apply (see Figure D-22): a) The movement shall progress in the same direction as signalled moves. b) The speed indicator and termination indicator shall be repositioned as the worksite is moved, and the warning board shall be repositioned at deceleration distance from the repositioned speed indicator. c) The WON shall specify: 'Moving temporary speed restriction.'				
Reason for Amendment	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675				
Amendment	It is permissible for the limits of a temporary speed restriction to be moved progressively along a line, provided that the commencement is not moved towards drivers in the direction of travel. Both of the following arrangements shall apply: a) The speed indicator and termination indicator shall be repositioned as the worksite is moved, and the warning board shall be repositioned at deceleration distance from the repositioned speed indicator. b) The WON shall specify: 'Moving temporary speed restriction.'				

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/GN0675	Document issue no.	1	Document issue date	March 2011
Document title	Guidance on Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	3.3.5.5a)				
Original text	a) Position a permissible speed warning indicator within <u>a o</u>f line with a lower permissible speed than that immediately preceding the speed reduction (see Figure 15), or				
Reason for Amendment	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675 Note: amended text is underlined to make it more easily identifiable. It is not underlined in the RGS.				
Amendment text	a) Position a permissible speed warning indicator within a <u>section</u> of line with a lower permissible speed than that immediately preceding the speed reduction (see Figure 15), or				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/GN0675	Document issue no.	1	Document issue date	March 2011
Document title	Guidance on Lineside Signal Spacing and Speed Signage				
Clause number/ Document location	D.2.4.1d)				
Original text	d) Where the criteria in D.2.4.3 apply, between 45 m (50 yd) and 180 m (200 yd) from the warning board, subject to a minimum of 4 seconds running time at permitted speed (see Figure D-14).				
Reason for Amendment	Remove inconsistency in texts between RGS GK/RT0075 and its Guidance Note GK/GN0675				
Amendment text	Delete the bullet d) text as this duplicates the bullet c) text				

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GK/GN0692	Document issue no.	1	Document issue date	February 2010
Document title	Guidance on Level Crossing Interface Requirements				
Clause number/ Document location	Superseded Documents, Page 2.				
Original text	This Rail Industry Guidance Note does not supersede any other Railway Group documents.				
Reason for Amendment	This document does supersede other Railway Group documents.				
Amendment text	This Rail Industry Guidance Note supersedes GI/GN7612 Issue 1.				

☐ 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.				

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.				

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 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.				

☒ Amendment	☐ Clarification (For definitions see the Standards Manual - Part 2)		
Document number	GM/GN2690	Document issue 1	Document issue date December 2004
Document title	Guidance on Traction and Rolling Stock - Mechanical Coupling Systems		
Clause number/ Document location	B15.1.1, B15.2.2 and Appendix 2 - 2.3.2		
Original text	The lists as published duplicate or miss some letters.		
Reason for Amendment	Incorrect numbering of items on the lists.		
Amendment text	The lists should be numbered: a), b), c), d), e), f) etc		

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☐ Amendment ☒ Clarification (For definitions see the Standards Manual - Part 2)			
Document number	GM/RT2130	Document issue 2	Document issue date August 2009
Document title	Vehicle Fire, Safety and Evacuation		
Clause number/ Document location	Issue Record		
Original text	Supersedes GM/RT2120, GM/RT2176, GM/RT2177, GM/RT2300, GM/RT2462, AV/ST9002 and AV/ST9005		
Reason for Clarification	Incorrect information on GM/RT2176 withdrawal status		
Clarification text	Supersedes GM/RT2120, GM/RT2176 section 6, GM/RT2177, GM/RT2300, GM/RT2462, AV/ST9002 and AV/ST9005		

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)			
Document number	GM/RT2142	Document issue 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	$v_a = \sqrt{\frac{M_R}{\frac{1}{2} \cdot \rho \cdot A \cdot H \cdot \overline{C}_{R,raw}(\beta)}}$ 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. $v_a = \sqrt{\frac{M_R}{\frac{1}{2} \cdot \rho \cdot A \cdot H \cdot C_{Mx,lee}(\beta)}}$ equation 4 $M_A = \frac{1}{2} \cdot \rho \cdot v_a^2 \cdot A \cdot H \cdot C_{Mx,lee}(\beta)$ equation 8		

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

Document number	GM/RT2149	Document issue	3	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). http:/www.rssb.co.uk/Proj_popup.asp?TNumber=670				

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)				

Uncontrolled When Printed

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’.				

Document number	GM/GN2575	Document issue	2	Document issue date	2 June 2004
Title:	Guidance on the Engineering Acceptance of On-Track Machines				
Section:	Appendix 23		Clause number	Page 119, Line 10.3	
Amendment text	Evidence Column presently reads ‘not applicable (for information only)’. This should read ‘Calculations to prove compliance’.				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☐ 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.				

Document number	GO/RT3279	Document issue	6	Document issue date August 2008
Title:	High Visibility Clothing			
Section:	References Documents referenced in the text		Clause number	N/A
Amendment text	References should read as follows: ISO 11611:2007 Protective clothing for use in welding and allied processes BS EN 471:2003 High-visibility warning clothing for professional use - test methods and requirements			

Document number	GO/RT3279	Document issue	6	Document issue date August 2008
Title:	High Visibility Clothing			
Section:	2.1		Clause number	2.1.1.4 bullet point (b)
Amendment text	Bullet point (b) of clause 2.1.1.4 refers to BS EN 470-1:1995, which has been superseded by ISO 11611:2007. Bullet point (b) should read as follows: b) Has been designed to meet the requirements of ISO 11611:2007.			

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GO/RT3350	Document issue no.	4	Document issue date	June 2010
Document title	Communication of Urgent Operating Advice				
Clause number/ Document location	Clause 1.2.3.1 (Section 1.2.3 Related requirements in other documents); Clause 3.1.1.2 (Section 3.1.1 Scope – infrastructure managers); Clause 3.2.1.2 (Section 3.2.1 Scope – railway undertakings); Definition of 'equipment' (Definitions section) and Railway Group Standards (References section)				
Original text	1.2.3.1 Note exclusions listed in Definitions under 'Equipment', where application of GE/RT8250 and GK/RT0106 applies. 3.1.1.2 The document also applies to high risk defects in equipment, but not vehicle, plant and machinery defects covered by GE/RT8250, and defective signalling and telecommunications equipment included in the scope of GK/RT0106. 3.2.1.2 The document also applies to high risk defects in equipment, but not vehicle, plant and machinery defects covered by GE/RT8250, and defective signalling and telecommunications equipment included in the scope of GK/RT0106. Definitions Equipment In this document means equipment used for: • Preparing trains for movement • Securing loads on rail vehicles • Providing oral or visual communication necessary for the control of train movements • Protecting persons working on or near the line, passengers or members of the public from trains or electric traction current but excluding equipment within the scope of GE/RT8250 and GK/RT0106. References GK/RT0106 Management of Safety Related Failures of Signalling and Operational Telecommunications Systems				
Reason for Amendment	GK/RT0106 Management of Safety Related Failures of Signalling and Operational Telecommunications Systems has been superseded by GE/RT8106 Management of Safety Related Control, Command and Signalling (CCS) System Failures. All references in GO/RT3350 Issue 4 to GK/RT0106 must be replaced with GE/RT8106.				
Amendment text	1.2.3.1 Note exclusions listed in Definitions under 'Equipment', where application of GE/RT8250 and GE/RT8106 applies. 3.1.1.2 The document also applies to high risk defects in equipment, but not vehicle, plant and machinery defects covered by GE/RT8250, and defective signalling and telecommunications equipment included in the scope of GE/RT8106. 3.2.1.2 The document also applies to high risk defects in equipment, but not vehicle, plant and machinery defects covered by GE/RT8250, and defective signalling and telecommunications equipment included in the				

	scope of GE/RT8106. Definitions Equipment In this document means equipment used for: • Preparing trains for movement • Securing loads on rail vehicles • Providing oral or visual communication necessary for the control of train movements • Protecting persons working on or near the line, passengers or members of the public from trains or electric traction current but excluding equipment within the scope of GE/RT8250 and GE/RT8106. References GE/RT8106 Management of Safety Related Control, Command and Signalling (CCS) System Failures

☒ 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.				

Document number	GC/RT5212	Document issue	1	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). http:/www.rssb.co.uk/Proj_popup.asp?TNumber=373 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	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.				

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 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	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				

☒ 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.				

Document number	GE/RT8030	Document issue	2	Document issue date	August 2004
Title:	Requirements for the Train Protection and Warning System (TPWS)				
Section:	Responsibilities of the infrastructure controller and train operator		Clause number	C2.1.2 and 2.2.2	
Amendment text	Rule book references shown in these clauses are incorrect. C2.1.2 c) last sentence should read '…or where GE/RT8000 Rule Book module TS1 General signalling regulations 9.3 applies.' C2.1.2 e) Brackets around the protection or possession descriptions throughout this clause should be removed, ie T(2) should be T2 etc. In addition, the fourth line shows T(3i) – this should be T3. C2.2.2 a) Brackets around the protection or possession descriptions throughout this clause should be removed, ie T(3) should be T3 etc.				

☒ Amendment ☐ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GE/RT8030	Document issue no.	3	Document issue date	03/04/2010
Document title	Requirements for the Train Protection and Warning System (TPWS).				
Clause number/ Document location	3.1.3.1 and 3.2.3.1				
Original text	3.1.3.1 "This Railway Group Standard comes into force and is to be complied with from 7 April 2012". 3.2.3.1 "This Railway Group Standard comes into force and is to be complied with from 7 April 2012".				
Reason for Amendment	To permit infrastructure managers and railway undertakings to comply with the requirements of issue 3 of GE/RT8030 sooner than 7 April 2012 and to enable this document to be notified as a National Technical Rule.				
Amendment text	3.1.3.1 "This Railway Group Standard comes into force on 6 June 2010 and is to be complied with no later than 7 April 2012". 3.2.3.1 "This Railway Group Standard comes into force on 6 June 2010 and is to be complied with no later than 7 April 2012".				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☐ Amendment ☒ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GE/RT8030	Document issue no.	3	Document issue date	April 2010
Document title	Requirements for the Train Protection and Warning System (TPWS)				
Clause number/ Document location	F.2.1.6				
Original text	The measurement on the left hand side of the diagram that relates to the height of the three indicators was 150mm. There is also an inconsistency in the diagram that concerns the buttons marked as #3 & #4. In #3 the outer circle is a solid line, where as in #4 the outer circle is a dotted line.				
Reason for Clarification	The measurement information given is incorrect. Consistency in the diagram.				
Clarification text	The vertical measurement 150mm should read 120mm. Replace the dotted line in the outer circle for #4 with a solid line.				

Document number	GE/RT8035	Document issue	1	Document issue date	October 2001
Title:	Automatic Warning System (AWS)				
Section:	B6 Provision of AWS track equipment		Clause number	B6.1.4	
Amendment text	Sub clause a): speed is not greater than 160 km/hr (100 mph). Sub clause b): speed is greater than 160 km/hr (100 mph). Clarification to emphasise that 160 km/hr & 100 mph are to be treated as exact equivalents for the purposes of sitting AWS track equipment.				

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				

AMENDMENTS AND CLARIFICATIONS TO CURRENT DOCUMENTS

☐ Amendment ☒ Clarification (For definitions see the Standards Manual - Part 2)					
Document number	GE/RT8080	Document issue no.	1	Document issue date	December 2003
Document title	Train Radio Systems for Voice and Related Messaging Communications				
Clause number/ Document location	5.2.9				
Original text	Only one train radio shall be operational at any one time.				
Reason for Clarification	On 10 June 2010 CCS Standards Committee considered derogation application 10/079/DGN and minute number 10/CCS/06/093 noted that clause 5.2.9: “refers to driver and signaller use of the train radio, not whether the radios are functional.”				
Clarification	Clause 5.2.9 concerns operational use by the driver and signaller of the train radio and not whether multiple radios are functional.				

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/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				

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	RGSC 02	Document issue no.	2	Document issue date	5 December 2009
Document title	Standards Manual				
Clause number/ Document location	12.4.6b				
Original text	Fully update the published Standards Catalogue at least once every two months.				
Reason for Amendment	On 12 February 2010, ISCC approved the proposal that Railway Group Standards should be published on a quarterly basis from June 2010. To implement this decision, the publication of the Standards Catalogue also needs to be changed to quarterly publication. The Standards Manual currently states that the Standards Catalogue shall be published at least once every two months.				
Amendment text	Fully update the published Standards Catalogue at least once every three months.				

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Document Titles and Descriptions

Control Command and Signalling 2
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RAILWAY GROUP STANDARDS

NOTE: GE/RT8080 and GE/RT8081 are the initial issues of the Railway Group Standards based upon an emerging technology within the UK. The Standards contain requirements based upon current knowledge of future radio technology and as such will be subject to a review and justification upon completion of the system development work currently in progress, including the package of operations concept framework and migration strategy together with the requirements for lightly trafficked railway lines and the review of the feasibility of continued operation of the existing systems beyond the compliance date. In any event the documents will be subject to a review to commence no later than 12 months after the publication date. Furthermore, taking account of the fact that the Standards deal with emerging technology, they will be subject to a regular cycle of examination and review at a greater frequency than would be the case.

BR13422 Iss 1 February 1979 (W)
50Hz Single Phase AC Electrification, Immunisation of Signalling and Telecommunications Systems Against Electrical Interference.
Code of Practice on all aspects of immunisation, it covers all sources of interference on the 25KV, 59HZ and gives the precautions needed for the safety of staff.

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.

CANCELLED
GART6002 Iss 1 March 1994 (A)
Group Standards Authorised Before 1 April 1994 - Translation of Roles and Terminology
This standard provides a translation of roles and terminology commonly used in Group Standards authorised before 1st April 1994 into their equivalents for use on and after that date.
Document ceases to be in force from December 2011.

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.

GERT8018 Iss 1 February 2000 (A)
Mechanical Trainstop Systems
This document defines the functional requirements for mechanical trainstop systems and the requirements relating to their use on both track and trains.

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.

GERT8021 Iss 1 April 2002 (A)
Facilities for Emergency Voice Communications with Control Rooms
This document mandates the facilities to be provided for the communication of safety related voice messages to and from control rooms, including signal boxes, in connection with emergencies affecting the operation of the railway.

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.

SUPERSEDED
GERT8030 Iss 2 August 2004 (A)
Requirements for the Train Protection and Warning System (TPWS)
This document mandates the requirements for the train protection and warning system, the purpose of which is to minimise the consequence of a train passing a TPWS fitted signal at danger and a train overspeeding at certain other locations on Network Rail controlled infrastructure. Additionally, it can be expected that TPWS will reduce the number of signals passed at danger (SPADs) at TPWS fitted signals.
Superseded by GERT8030 Iss 3. Document ceases to be in force from 03 March 2012. Please also note that GERT8030 Iss 3 is to be superseded by GERT8030 Iss 4 on 01 December 2012.
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.

SUPERSEDED
GERT8030 Iss 3 April 2010 (A)
Requirements for the Train Protection and Warning System (TPWS)
This document mandates the requirements for the Train Protection and Warning System (TPWS), the primary purpose of which is to minimise the consequence of a train passing a TPWS fitted signal at danger and a train overspeeding at certain other locations on Network Rail managed infrastructure. Additionally, it can be expected that TPWS will reduce the number of signals passed at danger (SPADs) at TPWS fitted signals.
Supersedes GERT8030 Iss 2 on 03 March 2012.
Document came into force June 2010 with a compliance date of 03 March 2012.
To be superseded by GERT8030 Iss 4 on 01 December 2012.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

NEW
GERT8030 Iss 4 December 2011 (A)
Requirements for the Train Protection and Warning System (TPWS)
This document mandates the requirements for the Train Protection and Warning System (TPWS), the primary purpose of which is to minimise the consequences of a train passing a TPWS fitted signal at danger and a train overspeeding at certain other locations on Network Rail managed infrastructure. Additionally, it can be expected that TPWS will reduce the number of signals passed at danger (SPADs) at TPWS fitted signals. This document has been up-issued to issue 4 to incorporate changes arising from proposals relating to power-up testing and in-service monitoring of TPWS trainbourne equipment. Sound files for audible alerts have also been incorporated into this document.
Supersedes GERT8030 Iss 3 on 01 December 2012.
Document comes into force 03 March 2012 with a compliance date of 1 December 2012.

GERT8034 Iss 1 December 2001 (A)
Maintenance of Signal Visibility
This document sets out the requirements necessary to ensure that the visibility and alignment of signals, and signs that perform the function of signals, are not adversely affected during the life of the equipment.

GERT8035 Iss 1 October 2001 (A)
Automatic Warning System (AWS)
This document defines the functional, performance and application requirements for the Automatic Warning System.
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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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 1 February 2002 (A)
Positioning and Labelling of Lineside Telephones
This document defines the requirements for positioning lineside telephones, in relation to other items of infrastructure and defines the labels and signs required in association with such telephones.

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.

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.

SUPERSEDED
GERT8071 Iss 1 February 2006 (A)
Control Facilities for use during Lineside Signalling Failures
This document contains the mandatory requirements for use during failures of the lineside signalling system to enable operations to continue safely and without undue delay. The principal requirements support a signal aspect, to be known as the proceed-on-sight authority (PoSA), and the provision of signallers releases. The operational context shall determine where these facilities are to be provided.
Superseded by GERT8071 Iss 2. Document ceases to be in force from March 2012.

NEW
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).
Supersedes GERT8071 Iss 1. Document comes into force March 2012.

GERT8080 Iss 1 December 2003 (A)
Train Radio Systems for Voice and Related Messaging Communications
This document mandates the minimum requirements for radio systems that provide the principle means of voice and related messaging radio communications between trains and shore-based locations.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GERT8081 Iss 1 December 2003 (A)
Requirements for GSM-R Voice Radio System
This document mandates requirements for the use of GSM-R systems, where these are available, to support operational voice communications.

GERT8082 Iss 1 July 2007 (A)
GSM-R Cab Mobile, Great Britain Open Interface Requirements (Rapid Response)
This document sets out the mandatory technical requirements for the application of GSM-R cab mobile on Network Rail controlled infrastructure.

SUPERSEDED
GERT8106 Iss 1 October 2008 (A)
Management of Safety Related Control, Command and Signalling (CCS) System Failures
This document 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.
Superseded by GERT8106 Iss 2. Document ceases to be in force from March 2012.

NEW
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.
Supersedes GERT8106 Iss 1. Document comes into force March 2012.

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NEW
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.
Document comes into force June 2013.

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.

CANCELLED
GKRT0029 Iss 1 December 1995 (A)
Train Activated Warning Systems
This document defines the requirements for train activated systems to warn persons on or near the line.
Appendix A of GKRT0029 Iss 1 has been superseded by GIRT7012 Iss 1 on 02 October 2004. The remainder of this standard remains live.
Document ceases to be in force from December 2011.

SUPERSEDED
GKRT0036 Iss 1 November 1996 (A)
Transition Between Lineside Signalling and Other Systems of Train Control
This document covers the requirements for managing the transition between running lines signalled with lineside signals conforming with Railway Group Standards and lines signalled to other signalling principles. Three examples of current practice are given.
Superseded by GKRT0036 Iss 2. Document ceases to be in force from December 2011.

NEW
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.
Supersedes GKRT0036 Iss 1. Document comes into force December 2011.

GKRT0039 Iss 1 July 1997 (A)
Semaphore and Mechanical Signalling
Principles for controlling Signalling Equipment mechanically.

GKRT0041 Iss 1 July 1997 (A)
Track Circuit Block
This standard sets out the signalling requirements to ensure the safe movement of trains where the Track Circuit Block system is employed.

GKRT0042 Iss 1 July 1997 (A)
Absolute Block
This document sets out the signalling requirements to ensure the safe movement of trains where the Absolute Block system is employed.

GKRT0044 Iss 1 February 2000 (A)
Controls for Signalling a Train onto an Occupied Line
This document defines the safety critical requirements associated with signalling a second train onto a section of railway line which is already occupied by a train.

GKRT0045 Iss 1 February 2010 (B)
Lineside Signals, Indicators and Layout of Signals
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.

GKRT0051 Iss 1 April 1999 (A)
Single Line Control
This Standard defines the signalling requirements to ensure the safe movement of trains on single lines and equivalent bi-directional lines.

NEW
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.
Supersedes GTTDINT100 Iss 1, TDCAB018 Iss 2, TDINT023 Iss 1. Document comes into force March 2012.

GKRT0054 Iss 1 March 1998 (A)
Radio Electronic Token Block
This document sets out the particular signalling requirements to ensure the safe control of trains where the Radio Electronic Token Block system is employed.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GKRT0060 Iss 4 June 2003 (A)
Interlocking Principles
This document mandates the principles of interlocking of signals, points and other parts of the signalling system so that the safe operation of trains is ensured.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GKRT0061 Iss 2 March 1998 (A)
Shunters Releases, Ground Frames, Switch Panels and Gate Boxes
This document defines the principles for the delegation of control of signalling equipment to local control points.

GKRT0063 Iss 1 November 1996 (A)
Approach Locking and Train Operated Route Release
This document defines the safety critical requirements provided to maintain the safety of an approaching train after withdrawal of the authority to proceed and for the provision of Train Operated Route Release.

GKRT0064 Iss 1 December 2000 (A)
Provision of Overlaps, Flank Protection and Trapping
This document specifies a range of controls to be applied to mitigate the consequences of a train overrunning a signal at danger.

SUPERSEDED
GKRT0075 Iss 1 March 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.
It incorporates the in scope requirements from GKRT0034 issue 4 and GKRT0038 issue 2 which it replaces.
Superseded by GKRT0075 Iss 2. Document ceases to be in force from December 2011.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

NEW
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.
Supersedes GKRT0075 Iss 1. Document comes into force December 2011.

GKRT0186 Iss 1 October 1996 (A)
Safety Requirements of Signal Post Telephone Systems
This document describes the mandatory requirements for the provision of, or alterations to, signal post telephone systems.

GKRT0192 Iss 1 February 2010 (A)
Level Crossing Interface Requirements
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.

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.

SUPERSEDED
GTTDINT100 Iss 1 September 1993 (A)
Earthing and Equipotential Bonding of Telecommunications Equipment
This directive gives the general requirements of telecommunications earthing systems and encompasses the requirements for the earthing equipotential bonding of all telecommunications equipment to an earthing system.
Superseded by GKRT0053 Iss 1. Document ceases to be in force from March 2012.

SUPERSEDED
TDCAB018 Iss 2 September 1991 (A)
Applied Voltage and Transmission Level Maxima for Balanced-pair Telecommunications Cables
This Directive specifies the voltage and power level limits for signals applied to balanced-pair cables within the British Rail telecommunications network.
Superseded by GKRT0053 Iss 1. Document ceases to be in force from March 2012.

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.

SUPERSEDED
TDINT023 Iss 1 December 1987 (A)
Protection of 2mbits/s Pcm on Physical Pairs from High Induced Voltages
This Directive details the measures necessary to minimise incidents of single or multiple regenerator failure when subject to high induced longitudinal voltage caused principally by either adjacent lightning strikes or electric traction supply faults.
Superseded by GKRT0053 Iss 1. Document ceases to be in force from March 2012.

TDRAD054 Iss 1 May 1992 (A)
Procedures for The Use of Band 111/nrn Base Stations for Engineering/Emergency Work
This Directive defines the procedures to be followed when using a Band III / NRN Base Station for Engineering / Emergency Work.

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-3082-CCS Iss 1 July 2007 (B)
Rail Industry Standard for GSM-R Cab Mobile, Great Britain Open Interface Requirements (Rapid Response)
This document sets out the voluntary technical requirements for cab mobile equipment used in conjunction with GSM-R systems on Network Rail controlled infrastructure.

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.

Uncontrolled When Printed

GUIDANCE NOTES

GEGN8521 Iss 1 April 2002 (A)
Guidance on Providing Facilities for Emergency Voice Communication with Control Rooms
This document provides guidance on the facilities to be provided for the communication of safety related voice messages to and from control rooms, including signalboxes, in connection with emergencies affecting the operation of the railway.

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.

SUPERSEDED
GEGN8571 Iss 1 February 2006 (A)
Guidance on Control Facilities for use during Lineside Signalling Failures
This document has been published by Rail Safety and Standards Board to give guidance on interpreting the requirements of Railway Group Standard (RGS) GERT8071 and is for use by all Railway Group members. It does not constitute a recommended method of meeting any set of mandated requirements.
Superseded by GEGN8571 Iss 2. Document ceases to be in force from March 2012.

NEW
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 2, Proceed-on-Sight Authorities. It does not constitute a recommended method of meeting any set of mandatory requirements.
Supersedes GEGN8571 Iss 1. Document comes into force March 2012.

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.

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.

GEGN8580 Iss 1 December 2003 (A)
Guidance on Train Radio Systems for Voice and Related Messaging Communications
This document provides guidance on meeting the requirements for radio systems that provide the principle means of voice and related messaging radio communications between trains and shore-based locations.

GEGN8582 Iss 1 July 2007 (B)
Guidance on GSM-R Cab Mobile, Great Britain Open Interface Requirements (Rapid Response)
This document provides guidance on the requirements for GSM-R cab mobile, Great Britain open interface requirements as set out in GERT8082 and RIS-3082-CCS. It is recommended that the user refers to this guidance note in preference as it includes the full scope of the technical requirements for GERT8082 and RIS-3082-CCS.

Uncontrolled When Printed

NEW
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.
Document comes into force June 2013.

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).

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 1 August 2008 (W)
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 20011 (A)
Guidance on Identification of Signalling and Related Equipment
This document gives guidance on interpreting the requirements of Railway Group Standard GKRT0009 issue 4, 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.

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.

NEW
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 2, Transitions Between Signalling Systems. It does not constitute a recommended method of meeting any set of mandatory requirements.
Document comes into force December 2011.

GKGN0645 Iss 1 February 2010 (W)
Guidance on Lineside Signals, Indicators and Layout of Signals
This document gives guidance on interpreting the requirements of Railway Group Standard GKRT0045. It does not constitute a recommended method of meeting any set of mandatory requirements.

NEW
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 1, Control of Unwanted Voltages on Telecommunications Equipment at Stations.
Document comes into force March 2012.

SUPERSEDED
GKGN0675 Iss 1 March 2011 (C)
Guidance on Lineside Signal Spacing and Speed Signage
This document supports GKRT0075 issue 1 by explaining the rationale behind the mandated requirements and providing guidance on how to implement them.
Superseded by GKGN0675 Iss 2. Document ceases to be in force from December 2011.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

NEW
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 2, Lineside Signal Spacing and Speed Signage.
Supersedes GKGN0675 Iss 1. Document comes into force December 2011.

GKGN0692 Iss 1 February 2010 (A)
Guidance on Level Crossing Interface Requirements
This document gives guidance on interpreting the requirements of Railway Group Standard GKRT0192. 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.

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 1, Management of Safety Related Control, Command and Signalling (CCS) System Failures.

OTHER

None

RAILWAY GROUP STANDARDS

GMRT2307 Iss 1 April 1995 (A)
Self Contained Electrical Power Supply Systems Fitted to Infrastructure Support Vehicles
This document details the requirements for the design and installation of self contained electrical power supplies, in addition to BS7671 on infrastructure support vehicles.

SUPERSEDED
GMRT2400 Iss 3 December 2010 (A)
Engineering Design of On-Track Machines
This document defines the design requirements for features of on-track machines which are not addressed by other Railway Group Standards.
Superseded by GMRT2400 Iss 4. Document ceases to be in force from December 2011.

NEW
GMRT2400 Iss 4 September 2011 (A)
Engineering Design of On-Track Machines
This document defines the design requirements for features of on-track machines which are not addressed by other Railway Group Standards.
Supersedes GMRT2400 Iss 3. Document comes into force December 2011.

GMRT2476 Iss 1 August 2003 (A)
On-Track Machine Requirements for Demonstrating the Reliable Operation of Track Circuits
This document mandates the on-track machine characteristics which determine the ability of that vehicle to operate track circuits under normal railhead conditions. It also mandates the requirements for demonstrating that a vehicle will operate track circuits reliably, and explains how a TCA can be used to assist in meeting these requirements.

RAIL INDUSTRY STANDARDS

RIS-1530-PLT Iss 3 March 2011 (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. The requirements only become mandatory when invoked by contract or a commitment in the duty holder's Railway Safety Case.

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 1 October 2008 (A)
Rail Industry Standard for Portable and Transportable Plant Used for Infrastructure Work
This document replaces GMRT1310 and incorporates both mandatory requirements (when invoked by company process or procedures or contract) and supporting guidance. The scope of the contents is wider than that of Railway Group Standards. The 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.

CODES OF PRACTICE

None

GUIDANCE NOTES

GMGN2575 Iss 2 June 2004 (W)
Guidance on the Engineering Acceptance of On-Track Machines
This document gives guidance on the evidence to be produced to support an application for a certificate of Engineering Acceptance for an on-track machine.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

GMGN2576 Iss 1 August 2003 (A)
Guidance on Vehicle Requirements for Reliable Track Circuit Operation
This document supports GMRT2476 On-Track machine requirements for demonstrating the reliable operation of track circuits and GMRT2477 TCA configuration for rail vehicles.

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.

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 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.

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 4 March 2011 (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.

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.

Uncontrolled When Printed

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.

SUPERSEDED
GMRT2045 Iss 2 April 2000 (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.
Superseded by GMRT2045 Iss 3. Document ceases to be in force from December 2011.
There is a technical note associated with this document, please refer to the 'Related Documents' section of the catalogue.

NEW
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.
Supersedes GMRT2045 Iss 2. Document comes into force December 2011.

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 4 December 2010 (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.

GMRT2130 Iss 3 December 2010 (A)
Vehicle Fire, Safety and Evacuation
This document mandates requirements for the provision of rail vehicle fire safety and evacuation arrangements. In particular, it addresses matters of rail vehicle design associated with fire safety, diesel propulsion, emergency lighting, emergency and safety equipment, emergency and safety information and emergency evacuation.

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 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.

Uncontrolled When Printed

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.

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.

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.

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. The data on mechanical and electrical couplers can be found at http://www.rssb.co.uk/RGS/Pages/SystemsData.aspx.

SUPERSEDED
GMRT2210 Iss 2 March 1996 (A)
Identification of Rail Vehicles
This document mandates the system of numbering to be used to identify rail vehicles operating on Railtrack controlled infrastructure.
Superseded by GMRT2453 Iss 2. Document ceases to be in force from December 2011.

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.

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.

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.

SUPERSEDED
GMRT2453 Iss 1 October 2000 (A)
Registration of Rail Vehicles and Mandatory Data Requirements
This document mandates the registration process and that up-to-date records of design and operational data essential for railway safety and interworking are maintained on the Rolling Stock Library database for rail vehicles for operating on Railtrack controlled infrastructure.
Superseded by GMRT2453 Iss 2. Document ceases to be in force from December 2011.
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.

NEW
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.
Supersedes GMRT2453 Iss 1, GMRT2210 Iss 2, GMRT2459 Iss 1. Document comes into force December 2011.

SUPERSEDED
GMRT2459 Iss 1 December 2000 (A)
Data to be Displayed on Rail Vehicles
This document mandates the data that shall be displayed on rail vehicles that is essential for safety and safe interworking.
Superseded by GMRT2453 Iss 2. Document ceases to be in force from December 2011.

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.

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.

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

GMRT2473 Iss 1 February 2003 (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.

Uncontrolled When Printed

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-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).
Document comes into force December 2011.

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.

GMRC2530 Iss 1 June 2008 (A)
Recommendations for Rail Vehicle Fire Safety
GMRC2530 provides the background objectives for and an explanation of the format of Part 2 of GMRT2130. Additionally, it sets out recommendations for the application of fixed fire protection systems for the protection of on-board systems, together with information on smoke and toxic emissions.

Uncontrolled When Printed

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 & 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' http://www.rssb.co.uk/RGS/Pages/STANDARDSRELATEDINFORMATION.aspx. 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 2 June 2010 (B)
Guidance on the Application of Selective Door Operating Systems
This document is intended to assist railway undertakings and infrastructure managers in selecting and implementing Selective Door Operation (SDO) systems appropriate for specific applications. The factors which determine the level of functionality of SDO systems appropriate to a particular application are also considered. The document has been revised using the small scale change process to include guidance on vehicle based SDO solutions.

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.

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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.

GMGN2561 Iss 2 August 2002 (A)
Guidance Note: Compliance with Railway Group Standards - New Railway Vehicles
This document provides guidance to train operators and the vehicle supply industry on the interpretation of the compliance requirements of Railway Group Standards for the acceptance of new railway vehicles.

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.

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.

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.

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.

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.

GMGN2688 Iss 1 December 2010 (A)
Guidance on the Structural Design of Rail Freight Wagons including Rail Tank Wagons
GMGN2688 gives guidance on the structural design of freight wagons and rail tank wagons including specific guidance for the design and construction of tank wagons for the carriage of dangerous goods.

GMGN2689 Iss 1 December 2010 (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. The data on mechanical and electrical couplers can be found at http://www.rssb.co.uk/RGS/Pages/SystemsData.aspx.

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.

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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

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 1
Mechanical Trainstop Systems

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

GERT8026 Iss 1
Safety Requirements for Cab Signalling Systems

GERT8030 Iss 2
Requirements for the Train Protection and Warning System (TPWS)

GERT8030 Iss 3
Requirements for the Train Protection and Warning System (TPWS)

GERT8030 Iss 4
Requirements for the Train Protection and Warning System (TPWS)

GERT8035 Iss 1
Automatic Warning System (AWS)

GERT8060 Iss 2
Engineering Requirements for Dispatch of Trains from Platforms

GKRT0036 Iss 2
Transitions Between Signalling Systems

GKRT0054 Iss 1
Radio Electronic Token Block

Plant

GMGN2575 Iss 2
Guidance on the Engineering Acceptance of On-Track Machines

GMRT2307 Iss 1
Self Contained Electrical Power Supply Systems Fitted to Infrastructure Support Vehicles

GMRT2400 Iss 4
Engineering Design of On-Track Machines

Infrastructure

GCRC5521 Iss 1
Calculation of Enhanced Permissible Speeds for Tilting Trains

GCRT5021 Iss 4
Track System Requirements

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

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GERT8073 Iss 2
Requirements for the Application of Standard Vehicle Gauges

GIRT7016 Iss 4
Interface between Station Platforms, Track and Trains

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

RAILWAY GROUP STANDARDS

SUPERSEDED
GCRT5021 Iss 4 December 2009 (A)
Track System Requirements
Small Scale Change.
This document mandates requirements for track geometry, track system, track components and switches and crossings to provide for the safe guidance and support of rail vehicles.
Superseded by GCRT5021 Iss 5. Document ceases to be in force from March 2012.

NEW
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.
Supersedes GCRT5021 Iss 4. Document comes into force March 2012.

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.

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

GIRT7019 Iss 1 December 2007 (A)
Safety in Railway Tunnels - Requirements for Lighting
This document mandates requirements for tunnel lighting systems. This document will eventually form part of a larger document having the same scope as the Safety in Rail Tunnels TSI.

RAIL INDUSTRY STANDARDS

RIS-7700-INS Iss 1 December 2007 (A)
Rail Industry Standard for Station Infrastructure
This document is a voluntary standard, produced by RSSB on behalf of the industry. Duty holders may choose to mandate it through internal instructions/procedures or contract conditions. It replaces previously mandatory requirements from GERT8005 Fire Safety of Materials at Operational Premises, GIRT7014 Infrastructure Requirements at Stations, GMRT1201 Escalators & Passenger Conveyors on Railway Stations and GMRT1251 Escalators & Passenger Conveyors - Registration & Periodic Examination Details & Records, and recommendations from GERC8505 Recommendations for the Fire Safety of Materials at Operational Premises. Railway Group Standard GIRT7016 sets out mandatory requirements for station infrastructure. The requirements set out in GIRT7016 have not been duplicated in this document.

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.

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.

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).

GIGN7520 Iss 1 December 2007 (A)
Guidance on Lighting of Railway Premises
The guidance in this document is adapted from the previously mandatory requirements set out in GIRT7010 issue 1, Lighting of Railway Premises, sections C1 to C6, C10 to C12 and C14 to C19. GIRT7010 has been withdrawn as many of the measures it contained did not meet the risk scope test set out in the Railway Group Standards Code. However, it documented some advice which it was considered worth continuing to make available in the form of this Guidance Note.

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.

MANUAL

None

FORMS

None

OTHER

None

Uncontrolled When Printed

RULEBOOK MODULES

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

SUPERSEDED
GERT8000-AC Iss 1 April 2009 (W)
AC electrified lines
Rule Book module GERT8000-AC sets out the requirements for staff who work on lines electrified by the AC system.
Superseded in part by GERT8000-AC Iss 2 and GERT8000-HB16 Iss 1.
Document ceases to be in force from December 2011.

NEW
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.
Supersedes GERT8000-AC Iss 1.
Document comes into force December 2011.

GERT8000-AM ERTMS Iss 1 October 2009 (W)
ERTMS Amendments Module
Rule Book module GERT8000-AM ERTMS contains new ERTMS amendments published for the first time that do not justify the reissue of the module. These rules are specifically for use during the ERTMS pilot on the Cambrian Lines. The implementation date for these rules will be advised locally.

SUPERSEDED
GERT8000-AM Iss 12 March 2011 (W)
AM Amendments Module
This module contains those amendments previously published in the Periodical Operating Notice. It will also contain amendments published for the first time and amendments that do not justify re-issue for the module concerned.
Superseded by GERT8000-AM Iss 13.
Document ceases to be in force from December 2011.

NEW
GERT8000-AM Iss 13 September 2011 (W)
AM Amendments module
This module contains those amendments previously published in the Periodical Operating Notice. It will also contain amendments published for the first time and amendments that do not justify re-issue for the module concerned.
Supersedes GERT8000-AM Iss 12.
Document comes into force December 2011.

SUPERSEDED
GERT8000-DC Iss 1 October 2006 (W)
DC electrified lines
Rule Book module GERT8000-DC sets out the requirements for staff who work on or close to lines electrified by the DC system.
Superseded in part by GERT8000-DC Iss 2 and GERT8000-HB17 Iss 1.
Document ceases to be in force from December 2011.

NEW
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.
Supersedes GERT8000-DC Iss 1.
Document comes into force December 2011.

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
GERT8000-HB1 Iss 1 April 2010 (W)
General duties and track safety for track workers
You will need this handbook if you go on the operational railway to carry out duties, with the exception of a train driver, guard, shunter, signaller, crossing keeper and designated person (DP).
Superseded by GERT8000-HB1 Iss 2.
Document ceases to be in force from December 2011.

NEW
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.
Supersedes GERT8000-HB1 Iss 1.
Document comes into force December 2011.

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.

GERT8000-HB11 Iss 1 March 2011 (W)
Duties of the person in charge of a possession (PICOP)
You will need this handbook if you carry out the duties of the PICOP.

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GERT8000-HB12 Iss 1 March 2011 (W)
Duties of the engineering supervisor (ES)
You will need this handbook if you carry out the duties of the engineering supervisor.

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.

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.

GERT8000-HB15 Iss 1 March 2011 (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.

NEW
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.
Supersedes in part GERT8000-AC Iss 1.
Document comes into force December 2011.

NEW
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.
Supersedes in part GERT8000-DC Iss 1.
Document comes into force December 2011.

NEW
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.
Supersedes in part GERT8000-TW8 Iss 4.
Document comes into force December 2011.

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).

SUPERSEDED
GERT8000-HB3 Iss 1 April 2010 (W)
Duties of the lookout and site warden
This handbook is for those who act as a lookout or a site warden.
Superseded by GERT8000-HB3 Iss 2.
Document ceases to be in force from December 2011.

NEW
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.
Supersedes GERT8000-HB3 Iss 1.
Document comes into force December 2011.

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.

SUPERSEDED
GERT8000-HB5 Iss 1 April 2010 (W)
Handsignalling duties
This handbook is for those who carry out handsignalling duties.
Superseded by GERT8000-HB5 Iss 2.
Document ceases to be in force from December 2011.

NEW
GERT8000-HB5 Iss 2 September 2011 (W)
Handsignalling duties
This handbook is for those personnel who carry out handsignalling duties.
Supersedes GERT8000-HB5 Iss 1.
Document comes into force December 2011.

GERT8000-HB6 Iss 1 September 2010 (W)
General duties of an individual working alone (IWA)
You will need this handbook if you are an individual working alone.

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GERT8000-HB7 Iss 1 September 2010 (W)
General duties of a controller of site safety (COSS)
You will need this handbook if you are a controller of site safety (COSS).

GERT8000-HB8 Iss 1 September 2010 (W)
IWA, COSS or PC blocking a line
You will need this handbook if you are an IWA, COSS or PC blocking a line.

GERT8000-HB9 Iss 1 September 2010 (W)
IWA or COSS setting up safe systems of work within possessions
You will need this handbook if you are an IWA or COSS setting up safe systems of work within possessions.

SUPERSEDED
GERT8000-Index Iss 12 March 2011 (W)
Rule Book Index and Glossary
This Rule Book index and glossary is a reference document to help users find the module and section number of particular rules or subject matter. Explanations of the terms used in the Rule Book modules are set out in the glossary.
Superseded by GERT8000-Index Iss 13.
Document ceases to be in force from December 2011.

NEW
GERT8000-Index Iss 13 September 2011 (W)
Rule Book Index and Glossary
The Rule Book index and glossary is a reference document to help users find the module and section number of particular rules or subject matter. Explanations of the terms used in the Rule Book modules are set out in the glossary.
Supersedes GERT8000-Index Iss 12.
Document comes into force December 2011.

NEW
GERT8000-Issue HB Iss 1 September 2011 (W)
Rule Book handbook issue history
Rule Book handbook issue history lists the current issue of each handbook.
Document comes into force December 2011.

SUPERSEDED
GERT8000-Issue Iss 17 March 2011 (W)
Rule Book module issue history
The Rule Book module issue history lists the current issue of each module and handbook.
Superseded by GERT8000-Issue Iss 18.
Document ceases to be in force from December 2011.

NEW
GERT8000-Issue Iss 18 September 2011 (W)
Rule Book module issue history
Rule Book module history lists the current issue of each module.
Supersedes GERT8000-Issue Iss 17.
Document comes into force December 2011.

GERT8000-M1 Iss 1 June 2003 (W)
Train stopped by train accident, fire or accidental division
Rule Book module M1 sets out the requirements for train crew, signallers and operations controllers involved in any incident of a train stopped by train accident, fire or accidental division.

GERT8000-M2 Iss 2 October 2008 (W)
Train stopped by train failure
Rule book module GERT8000-M2 sets out the requirements for train crew, signallers and the pilotman involved in the failure of a train. This module contains instructions on protection for the failed train and arranging assistance.
Issue 2 consolidates instructions previously published in the Periodical Operating Notice and the module AM. Full details of changes to module M2 can be found in the Rule Book briefing leaflet for changes coming into force in December 2008.

GERT8000-M4 Iss 1 June 2003 (W)
Floods and snow
Rule Book module M4 sets out the requirements for making arrangements to deal with the effects of flooding and clearing of snow. There are also instructions for operating miniature and independent snow ploughs.

GERT8000-M5 Iss 1 June 2003 (W)
Managing accidents
Rule Book module M5 sets out the requirements for staff in managing serious accidents and bodies on the line.

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.

GERT8000-P1 Iss 2 October 2008 (W)
Single line working
Rule Book module GERT8000-P1 sets out the requirements for the pilotman, signallers and drivers when one line of a double line becomes blocked and trains have to travel over the remaining line in either direction.
Issue 2 contains new instructions regarding warning people on or near the line that single line working has been imposed or withdrawn. Full details of changes to module P1 can be found in the Rule Book briefing leaflet for changes coming into force in December 2008.

GERT8000-P2 ERTMS Iss 1 October 2009 (W)
Working single and bi-directional ERTMS lines by pilotman
Rule Book module GERT8000-P2 ERTMS sets out the requirements for the pilotman, signallers and drivers when the normal operation of a single or bi-directional ERTMS line cannot be maintained. These rules are specifically for use during the ERTMS pilot on the Cambrian Lines. The implementation date for these rules will be advised locally.

GERT8000-P2 Iss 2 October 2007 (W)
Working single and bi-directional lines by pilotman
Rule Book module GERT8000-P2 sets out the requirements for the pilotman, signallers and drivers when the normal operation of a single or bi-directional line cannot be maintained.
The reissue of module P2 will incorporate consequential changes as a result of the amendments published in the reissue of train signalling modules.

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.

NEW
GERT8000-PPBL Iss 1 September 2011 (W)
Pink Pages briefing leaflet
The Pink Pages briefing leaflet contains details on changes made to the working manual for rail staff handing and carriage of dangerous goods in December 2011.
Document comes into force December 2011.

GERT8000-RBBL ERTMS Iss 1 June 2010 (W)
Rule Book briefing leaflet ERTMS modules
The Rule Book briefing leaflet for ERTMS issue 1 contains details of the 10 new modules introduced for ERTMS.

SUPERSEDED
GERT8000-RBBL Iss 20 March 2011 (W)
Rule Book briefing leaflet
The Rule Book briefing leaflet issue 20 contains details on changes made in June 2011.
Superseded by GERT8000-RBBL Iss 21.
Document ceases to be in force from December 2011.

NEW
GERT8000-RBBL Iss 21 September 2011 (W)
Rule Book briefing leaflet
The Rule Book briefing leaflet contains details on changes made to the Rule Book in December 2011.
Supersedes GERT8000-RBBL Iss 20.
Document comes into force December 2011.

GERT8000-S1 Iss 1 June 2003 (W)
Signals and indicators controlling train movements
Rule Book module GERT8000-S1 explains the meaning of signals, associated indicators and how to identify them.

GERT8000-S2 Iss 1 June 2003 (W)
Observing and obeying fixed signals
Rule Book module GERT8000-S2 sets out the requirements for drivers, signallers and persons controlling train movements who need to observe and act upon the signal indications applicable to them.

GERT8000-S3 Iss 3 October 2008 (W)
Train warning systems (AWS and TPWS) and reporting signalling failures and irregularities
Rule Book module GERT8000-S3 sets out the requirements for train crew, signallers, signalling technicians and other associated staff involved with train warning systems (AWS and TPWS) and the reporting of signalling failures and irregularities.
issue 3 consolidates instructions previously published in the Periodical Operations Notice and the module AM. Full details of changes to module S3 can be found in the Rule Book briefing leaflet for changes coming into force in December 2008.

Uncontrolled When Printed

GERT8000-S4 ERTMS Iss 1 October 2009 (W)
Trains or shunting movements detained, or vehicles left, on ERTMS running lines
Rule Book module GERT8000-S4 ERTMS sets out the requirements for drivers, shunters and signallers when a train is detained at a signal and when vehicles are left on an ERTMS running line. These rules are specifically for use during the ERTMS pilot on the Cambrian Lines. The implementation date for these rules will be advised locally.

GERT8000-S4 Iss 3 October 2008 (W)
Trains or shunting movements detained, or vehicles left, on running lines
Rule Book module GERT8000-S4 sets out the requirements for drivers, shunters and signallers when a train is detained at a signal and when vehicles are left on a running line. Issue 3 contains new instructions on permitting the use of mobile phones to contact the signaller. Full details of changes to module S4 can be found in the Rule book briefing leaflet for changes coming into force in December 2008.

GERT8000-S5 ERTMS Iss 1 October 2009 (W)
Passing an end of authority (EOA) without a movement authority (MA)
Rule Book module GERT8000-S5 ERTMS sets out the requirements for drivers and signallers for when an end of authority can be passed without a movement authority. These rules are specifically for use during the ERTMS pilot on the Cambrian Lines. The implementation date for these rules will be advised locally.

GERT8000-S5 Iss 3 April 2010 (W)
Passing a signal at danger
You will need this module if you carry out the duties of: a driver, a signaller, a guard or a shunter.

GERT8000-S6 ERTMS Iss 1 October 2009 (W)
ERTMS cab signalling
Rule Book module GERT8000-S6 ERTMS sets out the requirements for drivers, signallers, shunters and persons controlling train movements when working trains over ERTMS lines. The module contains instructions and descriptions of block markers and other track equipment, on board equipment and signalling equipment, entering and exiting ERTMS fitted areas, stopping at an end of authority, withdrawal of a movement authority, ERTMS failures and Written Orders.

GERT8000-SP ERTMS Iss 1 October 2009 (W)
Speeds (ERTMS lines)
Rule Book module GERT8000-SP ERTMS sets out the duties of drivers and signallers when dealing with speed restrictions on ERTMS lines. It also contains instructions for the person responsible for setting up temporary or emergency speed restrictions on an ERTMS line. These rules are specifically for use during the ERTMS pilot on the Cambrian Lines. The implementation date for these rules will be advised locally.

GERT8000-SP Iss 3 April 2008 (W)
Speeds
Rule Book module GERT8000-SP sets out the requirements for recognising lineside speed signs and the duties of drivers and signallers when dealing with speed restrictions on the line. This module also affects people who are responsible for setting up temporary and emergency speed restrictions.
Issue 3 contains amendments previously published in module AM (amendment Nos AM4/09 and AM4/10). There are also new changes which removes the need for the signaller to advise drivers of an ESR even though it has not been published in a special notice.

GERT8000-SS1 Iss 2 October 2007 (W)
Station duties and train dispatch
Rule Book module GERT8000-SS1 sets out the requirements for staff who have the responsibility for the safety of the public and staff on stations and have the duty for the dispatch of trains from a platform. The reissue of module SS1 will incorporate changes which were previously published in module AM and the Periodical Operating Notice (PON).

GERT8000-SS2 Iss 2 April 2008 (W)
Shunting
Rule Book module GERT8000-SS2 sets out the requirements for train crew, shunters and signallers who have the responsibility for carrying out shunting duties. Issue 2 contains an amendment previously published in module AM (amendment No AM3/10). There are also new changes on instructions regarding propelling.

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.

Uncontrolled When Printed

GERT8000-T11 ERTMS Iss 1 October 2009 (W)
Movement of engineering trains and on-track plant under T3 ERTMS arrangements
Rule Book module GERT8000-T11 ERTMS sets out the requirements for signallers, a person in charge of possession (PICOP), engineering supervisor, driver/operator of an engineering train or OTM, shunter and a person in charge of movements, unloading and loading of rail vehicles within a T3 ERTMS possession. These rules are specifically for use during the ERTMS pilot on the Cambrian Lines. The implementation date for these rules will be advised locally.

GERT8000-T1A Iss 2 October 2007 (W)
Work on signalling equipment
The reissue of T1A is the culmination of a thorough review of the instructions associated with the signaller and the technician when signalling equipment has become inoperative because of a failure or it is being maintained.

GERT8000-T1B Iss 3 April 2010 (W)
Movement of trains during failure of, or when working on, signalling equipment
You will need this module if you carry out the duties of: a signaller or an operations controller.

GERT8000-T2 ERTMS Iss 1 October 2009 (W)
Protecting engineering work or a hand trolley on an ERTMS line not under possession
Rule Book module GERT8000-T2 ERTMS sets out the requirements for signallers, controllers of site safety (COSS), individual working alone (IWA) and protection controller (PC) in protecting engineering work or a hand trolley on an ERTMS line not under possession. These rules are specifically for use during the ERTMS pilot on the Cambrian Lines. The implementation date for these rules will be advised locally.

GERT8000-T3 ERTMS Iss 1 October 2009 (W)
Possession of an ERTMS line for engineering work
Rule book module GERT8000-T3 ERTMS sets out the requirements for signallers, person in charge of a possession (PICOP) and engineering supervisor in making the arrangements for a possession of an ERTMS line for engineering work.

GERT8000-T3 Iss 3 March 2011 (W)
Possession of a running line for engineering work
You will need thing module if you carry out the duties of a driver or a signaller.

GERT8000-TS1 Iss 6 September 2010 (W)
General signalling regulations
You will need this module if you carry out the duties of a signaller.

GERT8000-TS10 ERTMS Iss 1 October 2009 (W)
ERTMS level 2 train signalling regulations
Rule Book module GERT8000-TS10 ERTMS sets out the requirements for signallers operating signalling equipment under ERTMS level 2 train method of signalling. These rules are specifically for use during the ERTMS pilot on the Cambrian Lines. The implementation date for these rules will be advised locally.

GERT8000-TS2 Iss 2 June 2007 (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.

GERT8000-TS3 Iss 3 June 2007 (W)
Absolute block regulations
Rule Book module GERT8000-TS3 sets out the requirements for signallers operating signalling under the absolute block method of signalling. The reissue of TS3 will feature changes regarding the removal of detonators from signal boxes, examination of the line when a track circuit fails to clear after the passage of a train and the failure of block bells only.

GERT8000-TS4 Iss 2 June 2007 (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.

Uncontrolled When Printed

GERT8000-TS5 Iss 2 June 2007 (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.

GERT8000-TS7 Iss 2 June 2007 (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.

GERT8000-TS8 Iss 2 June 2007 (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
GERT8000-TS9 Iss 1 April 2008 (W)
Level crossings - signallers' instructions
Rule Book module GERT8000-TS9 sets out the requirements for signallers for the operation and monitoring of level crossings.
Issue 1 is made up of signallers instructions previously published in module TW8, Level crossings.
Superseded by GERT8000-TS9 Iss 2.
Document ceases to be in force from December 2011.

NEW
GERT8000-TS9 Iss 2 September 2011 (W)
Level crossings - signaller's 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 1.
Document comes into force December 2011.

GERT8000-TW1 Iss 8 October 2008 (W)
Preparation and movement of trains: General
Rule Book module GERT8000-TW1 sets out the requirements for train crew, signallers and other associate staff involved in the general day to day operations in the preparation and movement of trains.
Issue 8 contains new instructions on hauling dead traction units, running brake tests, passenger communication apparatus and authority for permissive working. Full details of changes to module TW1 can be found in the Rule Book briefing leaflet for changes coming into force in December 2008.

GERT8000-TW2 Iss 3 April 2007 (W)
Preparation and movement of multiple-unit passenger trains
Rule Book module TW2 sets out the requirements for train crew, signallers and other associated staff involved with the day preparation and operation of multiple-unit passenger trains. The reissue of module TW2 features changes regarding defective slam and power operated doors.

GERT8000-TW3 Iss 2 November 2004 (W)
Preparation and movement of locomotive hauled trains (including HSTs, push-pull, postal, parcels)
Rule Book module GERT8000-TW3 sets out the requirements for train crew and relevant train operating staff, operations controllers and signallers involved with the preparation and movement of locomotive-hauled trains.

GERT8000-TW5 Iss 3 April 2008 (W)
Preparation and movement of trains. Defective or isolated vehicles and on-train equipment
TW5 - Sets out the requirements for staff dealing with the effects and related actions associated with defective or isolated on-train equipment. Issue 3 contains new instructions as a result of changes to requirements contained in GORT3437, Defective on-train equipment.

GERT8000-TW6 Iss 2 April 2008 (W)
Working single lines with or without a train staff or token
Rule Book module GERT8000-TW6 sets out the requirements for drivers who work over lines signalled by the following systems: one-train working where a train staff is provided, one-train working where a train staff is not provided, electric token or no-signaller token. Issue 2 contains amendments previously published in module AM (amendment Nos AM/1/75, AM,1/76, AM1/77, AM5/28, AM5/29, AM5/30 and AM5/31).

GERT8000-TW7 Iss 2 April 2008 (W)
Wrong-direction movements
Rule Book module GERT8000-TW7 sets out the requirements for signaller and drivers when train movements have to travel in the wrong direction.
Issue 2 contains amendments previously published in module AM (amendments AM1/78, AM3/25, AM5/32, AM5/33 and AM5/34). There are also new instructions on propelling.

GERT8000-TW8 ERTMS Iss 1 February 2010 (W)
Level crossings on ERTMS lines
Rule Book module GERT8000-TW8 ERTMS sets out the requirements for train crew and level crossing attendants involved in the operation and use of level crossings on ERTMS lines.

SUPERSEDED
GERT8000-TW8 Iss 4 April 2008 (W)
Level crossings
Rule Book module GERT8000-TW8 sets out the requirements for train crew and level crossing attendants involved in the operation and use of level crossings.
Issue 4 now only contains instructions for train crew and level crossing attendants. Signallers instructions on level crossings have been transferred to a new module -TS9.
Superseded In part by GERT8000-TW8 Iss 5 and GERT8000-HB18 Iss 1.
Document ceases to be in force from December 2011.

NEW
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.
Supersedes in part GERT8000-TW8 Iss 4.
Document comes into force December 2011.

RAILWAY GROUP STANDARDS

SUPERSEDED
GERT8001 Iss 31 September 2011 (A)
Changes to National Operations Publications for September 2011
This document is primarily used to publish minor changes to National Operational Publications.
Superseded by GERT8001 Iss 32.
Document ceases to be in force from December 2011.

NEW
GERT8001 Iss 32 December 2011 (A)
Changes to National Operations Publications for December 2011
This document is primarily used to publish minor changes to National Operations Publications. Included in this issue are amendments to GERT8000-AM Iss 13 and GORM3056-B Iss 2.
Supersedes GERT8001 Iss 31.
Document comes into force December 2011.

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 the 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 5 March 2011 (A)
Reporting of Safety Related Information
This document mandates the 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.

SUPERSEDED
GERT8054 Iss 1 June 2002 (A)
Management of Shared Information Systems
This document defines the requirements for managing shared systems that process information used for the safe operation and inter-working of trains.
Superseded by GERT8054 Iss 2.
Document ceases to be in force from December 2011.

NEW
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.
Supersedes GERT8054 Iss 1.
Document comes into force December 2011.

GERT8070 Iss 2 December 2008 (A)
Testing Railway Safety Critical Workers for Drugs and Alcohol
This document 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. A new guidance note has been produced to support this document: GEGN8570 Guidance on Management of Drugs and Alcohol.

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.

SUPERSEDED
GORT3053-A Iss 2 June 2006 (W)
Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section A Classification, Acceptance and Identification
GORT3053-A, Classification, acceptance and identification, gives information on the different groups of classes of dangerous goods and how they are identified. It also sets out the conditions for accepting dangerous goods to be conveyed by rail.
Superseded by GORT3053-A Iss 3. Document ceases to be in force from December 2011.

NEW
GORT3053-A Iss 3 September 2011 (W)
Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section A - Classification, Acceptance and Identification
Section A of the Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods.
Supersedes GORT3053-A Iss2. Document comes into force December 2011.

SUPERSEDED
GORT3053-App 1 Iss 4 April 2009 (W)
List of Dangerous Goods with their United Nations Number, Dangerous Goods Class and TOPS Commodity Code
GORT3053-App 1, List of dangerous goods with their United Nations number, dangerous goods class and TOPS commodity code, shows a list applicable to freight train carriage of dangerous goods and is for reference purposes only.
Superseded by GORT3053-App 1 Iss 5.
Document ceases to be in force from December 2011.

NEW
GORT3053-App 1 Iss 5 September 2011 (W)
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
Appendix 1 of the Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods.
Supersedes GORT3053-App 1 Iss 4.
Document comes into force December 2011.

SUPERSEDED
GORT3053-App 2 Iss 3 April 2009 (W)
Bulk Traffic Dangerous Goods Wagon Container Separation Distance Requirements or Prohibitions
GORT3053-App 2, Bulk traffic dangerous goods, wagon and container separation distance, requirements or prohibitions, shows separation distances and other details for each dangerous goods class.
Superseded by GORT3053-App 2 Iss 4.
Document ceases to be in force from December 2011.

NEW
GORT3053-App 2 Iss 4 September 2011 (W)
Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Appendix 2 - Bulk Traffic Dangerous Goods Wagon and Container Separation Distance Requirements/Prohibitions
Appendix 2 of the Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods.
Supersedes GORT3053-App2 Iss 3. Document comes into force December 2011.

SUPERSEDED
GORT3053-B Iss 2 June 2006 (W)
Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section B Package Labels and Wagon/Container Placards
GORT3053-B, Package labels and wagon/container placards, lists the display warning labels to be used on the packages of dangerous goods.
Superseded by GORT3053-B Iss 3. Document ceases to be in force from December 2011.

NEW
GORT3053-B Iss 3 September 2011 (W)
Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section B - Hazard Identification
Section B of the Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods.
Supersedes GORT3053-B Iss 2. Document comes into force December 2011.

SUPERSEDED
GORT3053-C Iss 2 June 2006 (W)
Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section C Marshalling, movement and loading
GORT3053-C, Marshalling, movement and loading, sets out the requirements for how dangerous goods are loaded and included in the formation of the train.
Superseded by GORT3053-C Iss 3. Document ceases to be in force from December 2011.

NEW
GORT3053-C Iss 3 September 2011 (W)
Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section C - Marshalling, Movement and Loading
Section C of the Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods.
Supersedes GORT3053-C Iss 2. Document comes into force December 2011.

SUPERSEDED
GORT3053-D Iss 2 June 2006 (W)
Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section D Dangerous Goods Facility Instructions
GORT3053-D, Dangerous goods facility instructions, contains additional instructions to facilities handling dangerous goods.
Superseded by GORT3053-D Iss 3. Document ceases to be in force from December 2011.

NEW
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.
Supersedes GORT3053-D Iss 2. Document comes into force December 2011.

SUPERSEDED
GORT3053-E Iss 2 June 2006 (W)
Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section E Hazard identification
GORT3053-E, Hazard identification, shows how wagons and packages containing dangerous goods are identified.
Superseded by GORT3053-E Iss 3. Document ceases to be in force from December 2011.

NEW
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.
Supersedes GORT3053-E Iss 2. Document comes into force December 2011.

SUPERSEDED
GORT3053-F Iss 3 April 2006 (W)
Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section F Fires and Incidents involving Dangerous Goods
GORT3053-F issue 3, Fires and Incidents Involving Dangerous Goods, sets out additional instructions where an incident or fire occurs on or in the vicinity of danger goods.
Superseded by GORT3053-F Iss 4. Document ceases to be in force from December 2011.

NEW
GORT3053-F Iss 4 September 2011 (W)
Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section F - Fires and Incidents Involving Dangerous Goods
Section F of the Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods.
Supersedes GORT3053-F Iss 3. Document comes into force December 2011.

SUPERSEDED
GORT3053-G Iss 2 April 2006 (W)
Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Section G Emergency Transhipment of Dangerous Goods
GORT3053-G, Emergency transhipment of dangerous goods, sets out the requirements when it is necessary to move dangerous goods from wagons or containers to other wagons and containers in an emergency.
Superseded by GORT3053-G Iss 3. Document ceases to be in force from December 2011.

Uncontrolled When Printed

NEW
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.
Supersedes GORT3053-G Iss 2. Document comes into force December 2011.

GORT3056-A Iss 2 December 2003 (W)
Introduction and Classification of Freight Trains
GORT3056-A Iss 2 Dec 2003 Introduction and classification of freight trains. Lists the maximum permitted speed for each freight train classification.

GORT3056-App A Iss 1 December 2003 (W)
Appendix A. Conversion Chart, SLU's - Metres - Feet
GORT3056-App A Iss 1 Dec 2003. Conversion chart, Lists the conversion between SLUs, metres and feet.

GORT3056-App B Iss 1 December 2003 (W)
Appendix B. Exceptional Load Code Words
GORT3056-App B Iss 1 Dec 2003. Exceptional Load Code Words shows a list of code words applicable to movement of exceptional loads set out in sections E and K.

GORT3056-B Iss 2 December 2003 (W)
Marshalling and Composition of Freight Trains
GORT3056-B Iss 2 Dec 2003 Marshalling and Composition of Freight Trains outlines the general braking and marshalling requirements on freight trains.

GORT3056-C Iss 2 December 2003 (W)
Principles of Safe Freight Train Operation
GORT3056-C Iss 2, Principles of Safe Freight Train Operation sets out the principles for operating freight trains including preparation, the train document, route availability assessment and special handling/movement restriction and cripple codes.

GORT3056-D Iss 2 December 2003 (W)
Defective Vehicles
GORT3056-D Iss 2 Dec 2003 Defective Vehicles outlines the requirements for dealing with the reporting and identification of defective vehicles.

GORT3056-E Iss 2 December 2003 (W)
Movement of Freight Trains
GORT3056-E Iss 2, Movement of Freight Trains sets out the conditions for the movement of freight trains, operation of change-over levers, carrying out enhanced air brake pipe continuity tests, and instructions for movements of exceptional loads.

GORT3056-F Iss 2 December 2003 (W)
Incidents
GORT3056-F Iss 2 Dec 2003 Incidents. Gives information additional to that already set out in the Rule Book for dealing with an incident but specific to a freight train.

GORT3056-G Iss 2 December 2003 (W)
Safe Loading of Freight Trains
GORT3056-G Iss 2. Part of the Working Manual for Rail Staff: Freight Train Operations GORM3056. Outlines the basic principles for the loading and securing of goods on a freight train.

GORT3056-H Iss 1 December 2003 (W)
International Traffic
GORT3056-H Iss 1 International Traffic sets out the requirements for the conveyance of traffic to the continent.

GORT3056-J Iss 1 December 2003 (W)
Intermodal Traffic
GORT3056-J Iss 1 Intermodal Traffic contains instructions for the conveyance of load units on intermodal services.

GORT3056-K Iss 1 December 2003 (W)
Vehicles Requiring Special Conditions of Travel
GORT3056-K Iss 1 Vehicles Requiring Special Conditions of Travel sets out the requirements for conveying vehicles not conforming to the standard loading gauge or for loads which special conditions apply.

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 2 September 2010 (A)
Accident and Incident Investigation
This document 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.

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 6 August 2008 (A)
High Visibility Clothing
This document sets out the minimum specification for high visibility warning clothing.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

SUPERSEDED
GORT3350 Iss 4 June 2010 (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.
This document contains requirements that are amended under the Railway Group Standards Code (issue 3) 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.
Superseded by GORT3350 Iss 5. Document ceases to be in force from March 2012.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

NEW
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 5 replaces issue 4 (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.
Supersedes GORT3350 Iss 4. Document comes into force March 2012.

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.

GORT3436 Iss 2 December 2009 (A)
Information for Safe Train Operation
This document 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.

Uncontrolled When Printed

GORT3437 Iss 6 June 2010 (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.
This document contains requirements that are amended under the Railway Group Standards Code (Issue Three) as a small scale change. Reference to the amended requirement is made in the 'Issue Record'. All other parts of the document are unchanged from the previous issue.

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 2 December 2008 (A)
Train Movement - Staff Suitability and Fitness Requirements
This document mandates the traffic operation and management requirements for persons whose roles and responsibilities include train dispatch, shunting, train driving or travelling as a competent person with a train driver.
Superseded by GORT3451 Iss 3. Document ceases to be in force from March 2012.

NEW
GORT3451 Iss 3 December 2011 (A)
Train Movement - Staff Suitability and Fitness Requirements
GORT3451 issue 3 replaces issue 2 (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.
Supersedes GORT3451 Iss 2. Document comes into force March 2012.

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 specifies, telephone: 01636 702334 (internal: 037 9510). Forms can be found on the RGS DVD and 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 GORT3119-A Iss 5 December 2010
SPAD Data Collection Form (Infrastructure Manager)
The revised form is a consequence of proposal 09/022 from ATOC, against GORT3119 and GOGN3519 Accident and Incident Investigation (proposal was to revise SPAD categorisation and subsequent industry process for re-categorisation following investigation). The amendments that have been made to GORT3119 and GOGN3519 issue 1 do not change any procedural aspect of a SPAD specific accident or incident investigation, just the detail contained within it. As a consequence of these changes, RSSB has taken the opportunity to amend and update the SPAD Data Collection Forms (GORT3119-A and GORT3119-B).
A Word version of this file is available on the SPAD page of RSSB's website: http://www.rssb.co.uk/SPR/Pages/signals_passed_at_danger.aspx. 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/10%20BN35.pdf

Uncontrolled When Printed

Form GORT3119-B Iss 5 December 2010
SPAD Data Collection Form (Railway Undertakings)
The revised form is a consequence of proposal 09/022 from ATOC, against GORT3119 and GOGN3519 Accident and Incident Investigation (proposal was to revise SPAD categorisation and subsequent industry process for re-categorisation following investigation). The amendments that have been made to GORT3119 and GOGN3519 issue 1 do not change any procedural aspect of a SPAD specific accident or incident investigation, just the detail contained within it. As a consequence of these changes, RSSB has taken the opportunity to amend and update the SPAD Data Collection Forms (GORT3119-A and GORT3119-B).
A Word version of this file is available on the SPAD page of RSSB's website: http://www.rssb.co.uk/SPR/Pages/signals_passed_at_danger.aspx. 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/10%20BN35.pdf

Form GORT3350-1 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 2, February 2007, which comes into force April 2007. It is provided in word format to aid completion.

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. An example of this form is found in Rule Book module AC2.

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.

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 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 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 5 December 2009
Modified Working Arrangements
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 12-10 December 2010
Signaller's Line Blockage Form
This form is used by the signaller to record the details of a line blockage.

Form RT3181 12-10 December 2010
IWA/COSS/PC Line Blockage Form
This form is used by the IWA/COSS/PC to record the details of a line blockage.

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. An example of this form is found in Rule Book module T5.

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.

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Form RT3185 02-05 February 2005
Reporting a signal/AWS/TPWS/ATP/TVM failure or irregularity
This form is used by drivers and signallers to record details of a signalling failure or irregularity. An example of this form is found in Rule Book module S3.

Form RT3186 12-07 December 2007
Release of Signalling Controls Form
This form is issued by signallers and signalling technicians to record arrangements for the release of signalling controls. An example of this form is found in Rule Book module T1A.
This form has been updated as a result of rules changes to module T1A.

Form RT3187 06-07 June 2007
Signal Engineering Work
Form RT3187 has been updated in line with changes to module T1A that are published in module AM (see amendments AM4/11 and AM4/12).

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. An example of this form is found in Rule Book module TS1.

Form RT3189 06-10 June 2010
Signal Passed at Danger (SPAD)
This form is used by a signaller to record information obtained from the driver of a train which has passed a signal at danger (SPAD incident).

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. An example of this form is found in Rule Book module P1.

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. An example of this form is found in Rule Book module P1.

Form RT3193 Iss 3 December 2009
Drivers 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.

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.

Form RT3199 06-11 June 2011
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.

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 1. Forms RT3973-NUC, Form RT3973-CON, Form RT3973-EXL and Form RT3973-HAW will no longer be reproduced as an appendix to GORT3407 issue 2 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 1. Forms RT3973-NUC, Form RT3973-CON, Form RT3973-EXL and Form RT3973-HAW will no longer be reproduced as an appendix to GORT3407 issue 2 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 1. Forms RT3973-NUC, Form RT3973-CON, Form RT3973-EXL and Form RT3973-HAW will no longer be reproduced as an appendix to GORT3407 issue 2 but will be published on the RGSonline website.

Uncontrolled When Printed

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 1. Forms RT3973-NUC, Form RT3973-CON, Form RT3973-EXL and Form RT3973-HAW will no longer be reproduced as an appendix to GORT3407 issue 2 but will be published on the RGSonline website.

CODES OF PRACTICE

CANCELLED
GERC8554 Iss 1 June 2002 (A)
Recommendations for the Management of Shared Information Systems
This document supports Railway Group Standard GERT8054, and provides recommendations for managing shared information systems that process safety information.
Document ceases to be in force from December 2011.

SUPERSEDED
GORC3537 Iss 4 June 2010 (A)
Recommendations for Defective On-Train Equipment
This document gives details of a recommended method which, if followed, would meet the requirements of Railway Group Standard GORT3437.
This document contains requirements that are amended under the Railway Group Standards Code (issue 3) 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.
Superseded by GORC3537 Iss 5. Document ceases to be in force from December 2011.

NEW
GORC3537 Iss 5 September 2011 (A)
Recommendations for Defective On-Train Equipment
GORC3537 gives details of a recommended method which, if followed, would meet the requirements of Railway Group Standard GORT3437.
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.
Supersedes GORC3537 Iss 4. Document comes into force December 2011.

SUPERSEDED
GORC3561 Iss 3 June 2009 (B)
Recommendations for Train Movement - Staff Suitability and Fitness Requirements
This document gives details of a recommended method which, if followed, would meet the fitness requirements in Railway Group Standard GORT3451, for train movement staff.
Superseded by GORC3561 Iss 4. Document ceases to be in force from March 2012.

NEW
GORC3561 Iss 4 December 2011 (A)
Recommendations for Train Movement - Staff Suitability and Fitness Requirements
GORC3561 issue 4 replaces issue 3 (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
Supersedes GORC3561 Iss 3. Document comes into force March 2012.

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.

Uncontrolled When Printed

RIS-3703-TOM Iss 1 June 2011 (A)
Rail Industry Standard for Passenger Train Dispatch and Platform Safety Measures
RIS-3703-TOM is a new voluntary standard for the development of passenger train dispatch processes and additional measures to encourage and manage the safe behaviour of passengers and the public platforms. It sets out the operational requirements and is for application by infrastructure managers responsible for stations, who will need to work in conjunction with railway undertakings when developing their dispatch plan processes. 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.

RIS-3751-TOM Iss 1 August 2008 (A)
Rail Industry Standard for Train Driver Selection
This document details requirements for selection of train drivers by railway undertakings and the transfer of safety information relevant to employment of train drivers, when they change employment between railway undertakings. This document, where appropriate, also contains additional guidance that should be considered by the railway 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

CANCELLED
GEGN8511 Iss 2 December 2009 (A)
Guidance for Railway Undertakings on Track Safety
This document gives guidance for railway undertakings on track safety issues for staff requiring to be on the lineside or on or near the line, and for carrying out the duties of controller of site safety (COSS) or designated person (DP).
Document ceases to be in force from March 2012.

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 3 December 2009 (A)
Guidance on Railway Fog Signals
This document gives guidance on 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 1 December 2008 (A)
Guidance on the Management of Drugs and Alcohol
This document gives guidance on railway undertakings and infrastructure managers in managing the risks created by the abuse of drugs and alcohol. It is intended to help railway undertakings and infrastructure managers to meet the requirements of the Transport and Works Act 1992 and also GERT8070 Testing Railway Safety Critical Workers for Drugs and Alcohol.

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 2 September 2010 (A)
Guidance on Accident and Incident Investigation
This guidance document has been published by Rail Safety and Standards Board to give guidance on interpreting the requirements of Railway Group Standard GORT3119. It does not constitute a recommended method of meeting any set of mandatory requirements.

Uncontrolled When Printed

GOGN3653 Iss 1 April 2010 (A)
Guidance for Safe Freight Train Operation
GOGN3653 provides guidance to infrastructure managers and railway 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. It does not constitute a recommended method of meeting any mandatory requirements.

NEW
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 3 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).
Document comes into force March 2012.

GOGN3676 Iss 2 December 2009 (A)
Guidance on the Carriage of Dangerous Goods by Rail
This document gives guidance on 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

RS220 Iss 2 June 2007 (B)
Good Practice in Training
A guide to the analysis, design, delivery and management of training.

RS221 Iss 1 August 2008 (A)
Good Practice Guide to Train Driver Training
This document provides a guide to the analysis, design, delivery and management of train driver training.

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.

RS501 Iss 2 June 2007 (B)
Good Practice Guide on Simulation as a Tool for Training and Assessment
This document provides guidelines and advice for the use of simulation techniques in training and assessment.

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.

RS701 Iss 2 August 2008 (A)
Good Practice Guide on Competence Review and Assessment
This document provides good practice in the areas of competence assessment and review to minimise risk to the UK railway.

Uncontrolled When Printed

RS702 Iss 1 August 2008 (A)
Good Practice Guide for Driver Assessment
This document offers practical advice designed to assist railway undertakings in the development of their competence management arrangements.

MANUAL

SUPERSEDED
GORM3053 Iss 2 April 2006 (A)
Working Manual for Rail Staff: Handling and Carriage of Dangerous Goods. Glossary
GORM3053, The Working Manual for Rail Staff: Handling and Carriage of Dangerous Goods. Contains requirements for drivers, train preparers, yard staff, operations control and other associated persons involved in freight train operations.
Superseded by GORM3053 Iss 3. Document ceases to be in force from December 2011.

NEW
GORM3053 Iss 3 September 2011 (A)
Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods - Glossary
Glossary for the Working Manual for Rail Staff, Handling and Carriage of Dangerous Goods.
Supersedes GORM3053 Iss 2. Document comes into force December 2011.

GORM3056 Iss 2 December 2003 (W)
Working Manual for Rail Staff: Freight Train Operations
This manual contains documents relating to Freight Operations.

OTHER

None

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RAILWAY GROUP STANDARDS

GERT8016 Iss 1 June 2000 (A)
Verification of Electrification Systems and Interactions with Other Systems.
This document mandates the verification process for new or significant changes to electrification systems and interactions with other systems.

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.

GERT8024 Iss 1 October 2000 (A)
Persons Working On or Near to AC Electrified Lines
This document defines the requirements for the production of safe systems of work to prevent injury from electrical causes to persons working on or so near to Railtrack's AC overhead line equipment that danger may arise.

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.

GLRT1253 Iss 1 April 2000 (A)
Mitigation of DC Stray Current Effects
This document mandates the process requirements to control the risks to infrastructure arising from the import of DC stray currents.

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

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

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Related Documents

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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 3 June 2008 (A)
Railway Group Standards Code
This document fulfils the requirements of the RSSB Constitution Agreement for a Code governing activities by RSSB and the duty holders who are members of RSSB in relation to Railway Group Standards (RGSs). It defines the procedures by which RSSB and the members of RSSB co-operate to create, revise or withdraw RGSs and manage deviations from them, to monitor the effectiveness of RGSs, and the role RSSB in authorising RGSs.
The Code is supported by a Standards Manual which defines those elements of the cross industry management of RGSs and associated documents which are not subject to formal ORR approval. As a result both the Railway Group Standards Code and the Standards Manual need to be read together in order to obtain a complete understanding of the role of members of RSSB in relation to managing changes to RGSs and deviations from them.

RGSC02 Iss 2 October 2009 (B)
Standards Manual
The purpose of the Railway Group Standards Code is to define the procedures by which RSSB and the members of RSSB co-operate to create, revise or withdraw Railway Group Standards (RGSs), to manage deviations from them, and to monitor the effectiveness of RGSs; and to define the role of RSSB in authorising RGSs. The Railway Group Standards Code is approved by the Office of Rail Regulation (ORR).
The Standards Manual supplements the Railway Group Standards Code by defining those elements of the cross-industry management of RGSs and associated documents which are not subject to formal ORR approval. In addition, the Standards Manual includes guidance relating to the management of RGSs and defines procedures for RSSB's involvement with standards other than RGSs.
There is an amendment associated with this document, please refer to the 'Amendments and Clarifications to Current Documents' section of the catalogue.

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).

ENGINEERING RELATED DOCUMENTS

ATOC Standards for Vehicle Interiors:
These documents were originally created when RSSB's predecessor (Railway Safety) was not permitted to include Vehicle Interiors in Railway Group Standards, so they were produced by Railway Safety under a memorandum of understanding with ATOC. The AV/STs are still the best statement of ATOC members' requirements and they are already Notified National Standards under the High Speed Interoperability TSIs. RSSB will consider and develop appropriate means of developing and integrating these documents as part of the implementation of the industry supported Strategy for Standards Management published by RSSB in November 2004.

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.

ATOCACOP011 Iss 12 March 2008 (A)
Approved Code of Practice - Joint Industry Provision of Humanitarian Assistance following a Major Passenger Rail Accident
This document provides guidance on provision of support and assistance to those directly involved in a major passenger rail accident or incident (together with their friends/relatives). It does NOT seek to address the emergency response itself.

ATOCACOP016 Iss 1 June 2011 (A)
Approved Code of Practice - Incident Response Duties of Primary Support Operators
This Approved Code of Practice sets out the principles by which Train Operating Companies 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.

NEW
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.
Document came into force August 2005.

NEW
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.
Document came into force November 2010.

NEW
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 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.
Document came into force September 2004.

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

ATOCGN001 Iss 3 July 2007 (A)
Guidance Note - Use of Data Recorders
This Guidance Note provides information on the use of Data Recorders.

ATOCGN003 Iss 4 August 2007 (A)
Guidance Note - The Training of On-Train Staff in On-Train Emergency Procedures
This document provides guidance on the training of on train staff in on train emergency procedures.

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.

ATOCGN007 Iss 2 June 2006 (A)
Guidance Note - Defensive Driving Techniques
This ATOC Guidance Note provides guidance on the inclusion of defensive driving techniques in train operators professional driving policies.

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.

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

ATOCGPG001 Iss 1 May 2004 (A)
ATOC Train Operators Safety Group Good Practice Guide - Managing the Risk to Staff from the Driving of Road Vehicles
This Guide provides advice on managing occupational road risk associated with the driving of road vehicles, whether company or private, when at work.

ATOCGPG002 Iss 1 June 2004 (A)
ATOC Train Operators Safety Group Good Practice Guide - Managing the Risk to Passengers and Staff from the Use of Contracted Road Services
This Guide provides advice on managing risks associated with the use of road transport provided by Third Parties for conveyance of passengers and staff. A separate Guide has been issued in respect of risks associated with staff use of self-drive road vehicles.

ATOCGPG003 Iss 1 July 2004 (A)
ATOC Good Practice Guide - Hot Weather Arrangements
This Guide provides advice on arrangements designed to assist both passengers and staff cope with impact of hot weather both at stations and on board trains.

ATOCGPG004 Iss 2 October 2005 (A)
ATOC Good Practice Guide - Responding to the Failure or Non-Availability of On-Train Air-Conditioning
This Guide provides advice on responding to the failure or non-availability of on-train air-conditioning equipment according to whether or not the train itself is disabled.

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.

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.

ATOCGPG009 Iss 2 August 2005 (A)
ATOC Good Practice Guide - Improving Train Service Delivery
This Guide recognises the importance of train service performance - reliability and punctuality - to both customers and industry stakeholders. It identifies key roles and responsibilities and provides advice on how to manage the business activities that contribute to train service planning and delivery in such a way as to ensure the highest possible levels of performance are achieved and maintained.

ATOCGPG010 Iss 2 January 2010 (A)
ATOC Operational Resilience & Security Forum - Competency Assessment of Station incident Officers (SIOs)
This Guide sets out recommended criteria for ensuring the competence of persons nominated to act as Station Incident Officer by Railway Undertakings in accordance with Railway Group Standard GORT3118. Rather than reflecting any major change approach, ATOCGPG010 has been updated to take into account changes to the relevant Railway Group Standards and revised in the light of experience of its use.

ATOCGPG011 Iss 2 January 2010 (A)
ATOC Operational Resilience & Security Forum Good Practice Guide - Competence of Train Operator Liaison Officers (TOLOs)
This Guide sets out recommended criteria for ensuring the competence of persons nominated to act as Train Operator Liaison Officers in accordance with Railway Group Standard GORT3118. Rather than reflecting any major change approach, ATOCGPG011 has been updated to take into account changes to the relevant Railway Group Standards and revised in the light of experience of its use.

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.

ATOCGPG017 Iss 1 July 2008 (A)
ATOC Good Practice Guide - Responding to Stranded Trains
This document provides guidance on how to respond to passengers and staff on board trains which become stranded and in particular those without functioning on train environment control systems where controlled evacuation may be appropriate. It includes suggested check lists for staff concerned.

ATOCGPG018 Iss 2 April 2010 (A)
ATOC Good Practice Guide - Railway Undertaking Input to Railway Strategic Safety Pan
This document contains guidance about the information that ATOC Safety Forum Members should send to RSSB in connection with the production of the Railway Strategic Safety Plan.

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.

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

AP001 Iss 3 November 2006 (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.

COP0001 Iss 5 July 2007 (A)
Code of Practice for Operator Competency Standards for Possession Only Rail Vehicles
This Code of Practice details the minimum competencies required to operate Possession Only Rail Vehicles on Network Rail managed infrastructure in accordance with the Rule Book. These requirements are in addition to competencies required to operate the machine in a non-rail environment.

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.

COP0005 Iss 3 September 2010 (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, 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 4 January 2011 (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 on Network Rail managed Infrastructure.

COP0010 Iss 2 October 2005 (A)
Code of Practice for Railway Safety Critical Maintenance Elements of Small Plant and Equipment
This Code of Practice details the arrangements 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 2 January 2009 (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, road mobile cranes where the operation will be in the area defined as “on or near the line” (as defined in the 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 4 April 2010 (A)
Code of Practice for Safety Related Defect Reporting for OTP and Plant & Equipment
This M&EE 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 2, which advises that the national reporting system should be used for plant machinery.

RELATED DOCUMENTS

COP0013 Iss 3 July 2007 (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 Network Rail managed infrastructure.

COP0014 Iss 4 July 2008 (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, working with RRVs and RMMMs. It covers all rail trailers and attachments with more than two rail wheels, towed or propelled by RRVs and RMMMs on Network Rail managed infrastructure.

COP0015 Iss 2 January 2009 (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 Network Rail managed infrastructure. It applies to design, testing and use of load lifting points, including the quick hitch jaws on road rail excavator cranes used on Network Rail managed 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 1 December 2009 (A)
Code of Practice for Loading of On-Track Plant
This M&EE 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.

COP0018 Iss 3 April 2010 (A)
Code of Practice for Rail Mounted Manually Propelled Equipment
This M&EE 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 2 rail wheels. The document includes a brake test procedure that can be used during initial design acceptance.

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 2 January 2011 (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.

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.

RELATED DOCUMENTS

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.

COP0025 Iss 1 November 2010 (A)
Code of Practice for Dynamic Brake Testing of RRVs
This Code of Practice 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 Code of Practice does not include in-brake tests, operator pre-work checks or the overhaul of the braking system. It does not replace existing brake testing for parking brakes or other static tests that could be specified for specific RRVs. It does not include inter-vehicle service brake and parking brake continuity testing.

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.

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 1 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 2 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 3 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 4 Iss 1 July 2009 (A)
On Track Plant (OTP) towed loads Poster
This poster is provided by the M&EE Networking Group to remind industry that if not fitted with a service brake the towed load should not exceed 100% of the weight of the towing vehicle.

Poster 5 Iss 1 November 2009 (A)
Autumn/winter and low adhesion operations of OTP Poster
This poster is provided by the M&EE Networking Group to remind industry that driving technique needs to be adjusted to suit the prevailing rail head conditions.

Poster 6 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 7 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.

SUPERSEDED
Poster 8 Iss 1 November 2010 (A)
Leaf Fall Alert Poster
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.
Superseded by Poster 8 Iss 2. Document ceases to be in force from December 2011.

NEW
Poster 8 Iss 2 October 2011 (A)
Leaf Fall Alert 2011
This poster concerning driving techniques in the leaf fall season has been updated to remind industry of the importance of amending driving techniques to suit the conditions.
Supersedes Poster 8 Iss 1. Document comes into force December 2011.

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 DVD and website.

TN001 Iss 2 February 2010
Scope of Certificate
This TN001 references GMRT2000 Issue 3

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

CANCELLED
TN005 Iss 1 December 2001
Vehicles Falling Out of Certification
This TN005 references GMRT2453 Issue 1
Document ceases to be in force from December 2011.

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 GMRT2000 Issue 3

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
Pantograph Sway
This TN016 references GMRT2149 Issue 2 and 3

SUPERSEDED
TN018 Iss 1 July 2003
Overall Braking Performance (Retardation) Indicators
This TN018 references GMRT2045 Issue 2
Superseded by TN018 Iss 2. Document ceases to be in force from December 2011.

NEW
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.
Supersedes TN018 Iss 2. Document comes into force December 2011.

RELATED DOCUMENTS

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

SUPERSEDED
TN031 Iss 1 October 2004
Brake Release and Application Timings
This TN031 references GMRT2045 Issue 2
Superseded by TN031 Iss 2. Document ceases to be in force from December 2011.

NEW
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.
Supersedes TN031 Iss 1. Document comes into force December 2011.

TN032 Iss 1 August 2007
Train Protection Warning System 'First of Class' Test
This Technical Note provides clarification on the First of class test to satisfy the requirements of the Standard. Applicable to GERT8030 Issue 2.

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

SUPERSEDED
TN041 Iss 1 April 2010
Registering the fitment of GSM-R to railway vehicles on the Rolling Stock Library
This TN041 references GMRT2453 Issue 1
Superseded by TN041 Iss 2. Document ceases to be in force from December 2011.

NEW
TN041 Iss 3 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.
Supersedes TN041 Iss 2. Document comes into force December 2011.

TN043 Iss 2 June 2011
Emergency recovery labels on mobile elevating work platforms (MEWPs)
TN043 clarifies the requirements relating to what issue of EN 280, new or re-certificated vehicles can be assessed to and the assessment of visibility of emergency recovery labels of MEWPs in rail mode.
TN043 references RIS-1530-PLT Issue 3.

TN044 Iss 2 June 2011
Machine design limitations during on and off tracking
TN044 clarifies the requirements for information on the Engineering Acceptance Certificate.
TN044 references RIS-1530-PLT Issue 3.

TN045 Iss 2 June 2011
Braking requirements for trailers and towing vehicles
TN045 clarifies the requirements relating to the brake system to trailers and towing vehicles when assessing new or completely re-certificated vehicles, or when assessing modifications to existing vehicles.
TN045 references RIS-1530-PLT Issue 3.

RELATED DOCUMENTS

TN046 Iss 1 June 2010
Contact Stress Calculation Methodology
This TN references GMTT0088 Issue 1.

TN047 Iss 2 June 2011
Design of safety systems
TN047 gives guidance to the Engineering Acceptance signatory when giving advice or assessing the documentation for assessment of safety systems for new on-track plant.
TN047 references RIS-1530-PLT Issue 3.

SUPERSEDED
TN-index Iss 19 June 2011
Index to Rolling Stock Assessment Technical Notes
The Technical Notes Index has been updated to reflect the re-issue of TN043, TN044, TN045 and TN047 to reference Issue 3 of RIS-1530-PLT.
Superseded by TN-index Iss 20. Document ceases to be in force from December 2011.

NEW
TN-index Iss 20 December 2011
Index to Rolling Stock Assessment Technical Notes
The Technical Notes Index has been updated to reflect:
- The re-issue of TN018 and TN031 because of a small scale change to GMRT2045.
- The withdrawal of TN005 and re-issue of TN041 because of the re-issue of GMRT2453.
Supersedes TN-index Iss 19. Document comes into force December 2011.

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Members lists

The following can be found within this section:

- List of ISCC Members
- List of Standards Committee Members

A list of Railway Group Members (Licensed Companies) can now be accessed from the Office of Rail Regulation (ORR) website (www.rail-reg.gov.uk) using the following link: **http://www.rail-reg.gov.uk/server/show/nav.276**

INDUSTRY STANDARDS CO-ORDINATION COMMITTEE MEMBERS

The Industry Standards Co-ordination Committee (ISCC) has been established by the RSSB in line with issue three of the Railway Group Standards Code (RGSC). The purpose of the ISCC, as set out in the RGSC is detailed below.

Purpose of ISCC
ISCC will promote the following principles in its approach to decision making and the exercise of its functions:

- A co-ordinated approach to European standards.
- Consistency with Technical Specifications for Interoperability.
- The future of the GB railway (and railway industry) with due regard to safety, performance and efficiency.
- Optimum economic solutions for the whole industry.
- A consistent and co-ordinated GB approach to standards.
- The reduction of risk to passengers, employees and the affected public so far as is reasonably practicable.
- Consideration of the impact on all classes of stakeholders likely to be materially affected.
- Offer advice to RSSB and the relevant committees/groups on the application of relevant scope and decision criteria to ensure so far as possible a consistent approach across all standards.

The members of ISCC are as follows:

Name	Company	Representing
T. Gilbert	Porterbrook	Chair
L. Shaw	ATOC	Passenger Train Operating Companies
T. Shakerley	Freightliner Group Ltd	Freight Train Operating Companies
A. Doherty	Network Rail	Network Rail
J. Ellis	Network Rail	Infrastructure Manager
F. How	RIA	Suppliers and Infrastructure Contractors
L. Gregory	Angel Trains	ROSCOs
A. Sharpe	RSSB	RSSB
K. J. Watson	HS1	Co-opted member
I. Jones	DfT	Observer
A. Bell	ORR	Observer
P. Hooper	ORR	Observer
M. Marks	RSSB	Secretary

Alternates:

G. Leighton	Network Rail	Infrastructure Manager (Alternate for A. Doherty)
J. Taylor	RSSB	RSSB (Alternate for A. Sharpe)
N. Ovenden	ATOC	Passenger Train Operating Companies (Alternate for L. Shaw)
P. Antcliff	DB Schenker	Freight Train Operating Companies (Alternate for T. Shakerley)
D. Edge	Eversholt Rail	ROSCOs (Alternate for L.Gregory)

For further information regarding the work of ISCC, please contact Marie Marks on 020 3142 5575

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STANDARDS COMMITTEE MEMBERS LIST

Control Command and Signalling

Name	Company	Representing
Vacancy		Infrastructure Contractors
Peter Martell	Amey Infrastructure Services	Infrastructure Contractors
Andrew Yates	Engineering Support Group	Non-passenger Train Operators
Peter Theobald	ATOC	Passenger Train Operators
Allan Spriggs	Porterbrook	Rolling Stock Owners
Ian Mitchell	DeltaRail Group (formerly AEA Technology Rail)	Suppliers - CONSULTANCY
Andy Stringer	Signalling Solutions	Suppliers - MANUFACTURER
Sam Daw	Thales Rail Signalling Solutions Limited	Suppliers - MANUFACTURER
Pat McFadden	Network Rail	Infrastructure Manager
John Alexander	Network Rail	Infrastructure Manager
Paul Smith	Network Rail	Infrastructure Manager (alternate is Richard Feasby from Network Rail)
David Neil	Grand Central	Co-opted member
Jeff Allan (Chairman)	RSSB	Chair
Farha Sheikh	DfT	Observer
Ian Maxwell	ORR	Observer
Kurt Anderson	TPD Limited	Co-opted Member
Nick Wright	First Group	Co-opted Member
Tom Lee	RSSB	Co-opted Member (Technical Expert)

Energy

Name	Company	Representing
Jack Pendle	VolkeRail Ltd	Infrastructure Contractors (alternate is Gary Crutchley from VolkeRail Ltd)
Keith Warburton	Balfour Beatty Rail Projects	Infrastructure Contractors
Paul AntCliffe	DB Schenker	Non-passenger Train Operators
Nick Hortin	First Scotrail	Passenger Train Operators
Nick Binks	Angel Trains	Rolling Stock Owners
Tom Palfreyman	Parsons Brinckerhoff	Suppliers - CONSULTANCY
Paul Hooper	Atkins Rail	Suppliers - CONSULTANCY
David Hartland	Brecknell, Willis and Company	Suppliers - MANUFACTURER
Robert Wilson	Network Rail	Infrastructure Manager
Richard Stainton	Network Rail	Infrastructure Manager (alternate is Nick Snell/Robert Wilson from Network Rail)
David Knights(Chairman)	RSSB	Chair
Paul Hooper	ORR	Observer

Infrastructure

Name	Company	Representing
Bruno Taylor	Amey Rail	Infrastructure Contractors
Richard Thornton	BAM Nuttal Limited	Infrastructure Contractors
Barnaby Temple	Balfour Beatty	Infrastructure Contractors
Paul AntCliffe	DB Schenker	Non-passenger Train Operators
Mike Molyneux	ATOC	Passenger Train Operators (alternate is Chris Stones from LOROL)
John Collins	Angel Trains Ltd	Rolling Stock Owners (alternate is David Bridges from Angel Trains Ltd)
Richard Gibney	Lloyds Register Rail Ltd	Suppliers – CONSULTANCIES (alternate is David Turner from Lloyds Register Rail Ltd)
David Benton	TATA Steel	Suppliers – MANUFACTURER (alternate is Rob Carrol from TATA Steel)
Joss Apps	Lloyds Register Rail Ltd	Suppliers – CONSULTANCIES
Nigel Ricketts	Network Rail	Infrastructure Manager (alternate is John Dora from Network Rail)
Andy Jones	Network Rail	Infrastructure Manager (alternate is Colin Newsome from Network Rail)
Bridget Eickhoff (Chairman)	RSSB	Chair (alternate is Paul Gray from RSSB)
Ian Morrice	HMRI	Observer
Tim Kendell	DfT	Observer

Plant

Name	Company	Representing
John Ockenden	Carillion	Infrastructure Contractors (alternate is Ron Wells from Balfour Beatty Rail Plant)
John Watson	Babcock Rail	Infrastructure Contractors
David Elias	Balfour Beatty Rail Plant Ltd	Non-passenger Train Operators (alternate is Ron Wells from Balfour Beatty Rail Plant)
Vacancy		Passenger Train Operators
Jim Nutty	Amey	Rolling Stock Owners (alternate is Graham Cook from Amey)
Haydn Peers	Plasser UK Ltd	Suppliers (alternate is Herbert Pilgerstorfer from Plasser UK Ltd)
David Geering	Harsco Rail Limited	Suppliers
Philip Webb	Komatsu UK Ltd	Suppliers
Fred Allen	Atkins	Suppliers (alternate is Nick Sarosi from Atkins)
Ken Mosley	Network Rail	Infrastructure Manager (alternate is Jim Allenden from Network Rail)
Carl Hunt	Network Rail	Infrastructure Manager (alternate is Ken Mosley from Network Rail)
Mick James (Chairman)	RSSB	Chair
Richard Thomas	ORR	Observer

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Rolling Stock

Name	Company	Representing
Haydn Peers	Plasser UK Ltd	Infrastructure Contractors (alternate is David Elias from Balfour Beatty Rail Plant Ltd)
Tim Gabb	DB Schenker	Non-passenger Train Operators (alternate is Robert Morley from Engineering Support Group)
Jim Hailstone	Freightliner Ltd	Non-passenger Train Operators (alternate is Tim Shakerley of Freightliner)
Roy Stockbridge	LOROL	Passenger Train Operators (alternate is Andrew James from Virgin Trains)
Neil Ovenden	ATOC	Passenger Train Operators (alternate is Andrew James from Virgin Trains)
Peter Hubbard	C2C Rail	Passenger Train Operators (alternate is Andrew James from Virgin Trains)
Mark Hicks	Angel Trains	Rolling Stock Owners (alternate is Mick Bishop from Porterbrook Leasing)
Paul Lugg (PWF)	VTG-Rail UK Ltd	Rolling Stock Owners (alternate is Ray Findley from Marcroft Engineering)
Stewart Cameron	Alstom Transport	Suppliers - MANUFACTURER(alternate is Andrew King from Alstom Transport)
Jon Leigh	Faiveley Transport	Suppliers – COMPONENT SUPPLIER (alternate is Richard Moore from Favierley Transport)
Chris Shepperd	Siemens	Suppliers - CONSULTANCY
Alan Sutton	Bombardier Transportation	Suppliers - MANUFACTURER
Jim Allenden	Network Rail	Infrastructure Manager (alternate is Martin Elliott from Network Rail)
Cliff Cork (Chairman)	RSSB	Chair
Neil Halliday	RSSB	Observer
Mike Holmes	ORR	Observer
Peter Randall	DfT	Observer (alternate is Dermott Carroll from DfT)
Paul Carter	Bombardier	Co-opted Member

Traffic Operation and Management

Name	Company	Representing
Vacancy		Infrastructure Contractors
Neal Fussey	VolkerRail Group	Infrastructure Contractors
John Gribble	Amey Infrastructure Services	Infrastructure Contractors
David Elias	Balfour Beatty Rail Plant Ltd	Infrastructure Contractors
Nick Edwards	DB Schenker	Non-passenger Train Operators
Brian Cook	South West Trains	Passenger Train Operators
John Quarmby	ATOC	Passenger Train Operators
Gary Stewart	Northern Rail	Passenger Train Operators
John Collins	Angel Trains Ltd	Rolling Stock Owners
Trevor Dowens	Lloyds Register Rail Ltd	Suppliers
Paul Sutherland	Network Rail	Infrastructure Manager
Aaron Gallavan	Network Rail	Infrastructure Manager
Chris Hext	Network Rail	Infrastructure Manager
Steve Roberts (Chairman)	RSSB	Chair
Keith Shepherd	ORR	ORR (Observer)
Marz Colombini	ASLEF	Trades Union (Observer)
Paul Clyndes	RMT	Trades Union (Observer)
Simon Vasey	DfT	Observer
Karl Watts	GB RailFreight	Observer

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Forms

Please note deviations and proposals forms are available from the RSSB website (www.rssb.co.uk) or direct from the Standards Management department on 020 3142 5570 or 020 3142 5567.

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