Comments from Rolling Stock Standards Committee on RS525 (Peter Hubbard)

Page number/section number	Comments	Response	Outcome (NC – no change ' DC – document changed)
1,2,2	Do the letters still represent the signal box ?	I understand that Network Rail no longer follow this convention	NC
Page 9	Assume they would also display a location ID plate. Can that be included ?	As these only apply on the Cambrian route (at the moment) it is felt that any new images can be included during next year's 12 month review.	NC
1.3	Diagram: As there are 4 bogies shown, this implies all this equipment is not just on the leading vehicle which I don't think is the case	The diagram is for illustrative purposes only and in some cases the on-board equipment is not all at one end of the train, for example the EVC on a class 158 is only at one end.	NC
1.3.6	As this is the whole point of ERTMS should this not be first in the list ?	Agreed the list has been reversed	DC
2.1.2	I'm not clear from reading this what the difference really is between Level 0 and Level NTC with what is shown on the display. For example why not mention the option of AWS / TPWS integrated into the display as is commonly done and will be in use when not in an ERTMS area ?	AWS TPWS in baseline 3 is not active in level 0 we believe that it may add to confusion if more is added. The wording is correct as the system stands today.	NC
2.1.3	Presumably the display does not state kph when in this level as this is the European norm.	The text has been amended	DC

	It would be worth highlighting to users that the display can sometimes show mph and sometimes kph		
2.1.5	As every journey currently will include a transition from or to AWS/TPWS this is vital to include.	Some vehicles will have AWS TPWS as a standalone therefore this is traction specific.	NC
2.2.9	I'm not clear what the difference between 'Unfitted' and 'Level NTC' is. Perhaps it needs clarification here ?	This section has been amended following another comment and a cross reference has been added which may help to aid understanding.	DC
2.2.12	'Tandem Working' is not a commonly used UK term. Is this 'Double Headed Locos' or could it include multiple unit working ? Text should clarify UK terminology for such Euro terms.	Tandem is, however. a term that is used in the Rule Book. For example Module TW1 section 16 Locomotives at both ends of the train or in tandem	NC
2.2.15	I am surprised that this relies on company instructions and there is not a mandated process that should be a 'National Rule'	As moving a train in IS will require the EoA to be passed without an MA the rules are contained in module S5 *Passing a signal at danger or an end of authority without a movement authority*. RIS-3437-TOM gives guidance on how this should be included in the DOTE of each railway undertaking .There is a project in the pipeline to expand the guidance for the failure of on-board ERTMS equipment.	NC

4.3.5	Blanket speed restrictions could be issued for high winds affecting OHL ? If so how are diesel trains excluded ?	The application of blanket speed restrictions is more or less as it is now and is not therefore, an ERTMS issue as such although work is being carried out to see how this can be improved.	NC
6.1	How do you acknowledge the transition. Is it a button on the display ? If so, why not state or show a picture ?	This is regarded as being part of training for the driver.	NC
7.6	How does the driver receive 'written orders' ? A picture would help	RSSB have a policy of not including images of forms in the Rule Book and associated documents as should a form be updated then the module or handbook concerned would need to be reissued thus causing unnecessary costs to the industry. The written orders are however, available in the RSSB catalogue.	NC