

## Consultation comments and responses

**Document Title:** Route level assessment of technical compatibility between rail vehicles and underline bridges

**Document number:** RIS-8706-INS issue two

**Consultation closing date:** 19<sup>th</sup> December 2023

### 1. Responders to consultation

No	Name	Company
1	Chris Talbot	Network Rail
2	Sue Perry	Great Western Railway
3		
4		
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### 2. Summary of comments

Code	Description	Total
-	Consulted	
CE	Critical errors	
ED	Editorial errors	
TY	Typographical errors	
OB	Observations	
-	Total comments returned	

Classification codes for a way forward:

- DC – Document change
- NC – No change

### 3. Collated consultation comments and responses

No	Page	Clause	Comment	Suggestion	By	Way forward	Page	Clause	Response
1	Various	Various	Editorial.	Suggest adopt a consistent approach throughout the document regarding the use of IM or Infrastructure Manager.	1	DC			Accepted
2	7	1.4.1	Editorial.	Change 'settling' to 'setting'	1				Rejected, as "settling" is the correct word.
3	10	Figure 1	Align terms in figure with the terms in the text – this also aligns with the style of subscript necessary to enable easily understood much longer subscripts in GEGN8616 and for these particular terms in the right hand column to be identical in RIS-8706-INS and GEGN8616.	RA <sub>RV</sub> (no change) RA <sub>Train</sub> RA <sub>IRS</sub> (no change) RA <sub>Route</sub> UB <sub>Capacity</sub> and change both TRAIN <sub>LOAD</sub> in flow chart and TRAIN <sub>LOAD</sub> in key to TRAIN <sub>Loading</sub>	1	DC			Accepted
4	11	G2.2.9	The text regarding dynamic increment in this clause applies to the next clause and vice versa.  For Stage 2, it's just dynamic increment of loading.	Change '(including dynamic increment determined from a dynamic analysis)' to '(including dynamic increment of loading)'	1	DC			Accepted
5	11	G2.2.10	See above comment on G2.2.9.  For Stage 3, its dynamic increment determined from a dynamic analysis.	Change '(including dynamic increment of loading)' to '(including dynamic increment determined from a dynamic analysis)'	1	DC			Accepted
6	11	2.3.1	Editorial. As no specific clause in GERT8006 is referenced, there is no need to quote the issue number.	Delete 'issue 4'.	1				Accepted

No	Page	Clause	Comment	Suggestion	By	Way forward	Page	Clause	Response
7	11/12	2.3	<p>A Stage 1 compatibility assessment is only valid where the wheels on an axle are evenly loaded on straight level track. Where this is not the case, either the payload should be reduced so that the RA number of the vehicle is still met with an axle load taken as twice the maximum wheel load for the axle or a revised RA number determined for the vehicle or a Stage 2 compatibility assessment carried out.</p> <p>Rationale: Structural members in a bridge (e.g. in the floor of a bridge) that only support one rail are sensitive to the transverse distribution of an axle load between the wheels of the axle.</p>	<p>Insert new clause after 2.3.4:</p> <p>2.3.5 A Stage 1 compatibility assessment is only valid where the wheels on each axle are evenly loaded on straight uncanted track. Where this is not the case due to the transverse distribution of loading of the vehicle then any of the following shall be carried out:</p> <p>a) a check whether the RA number of the vehicle is still valid for each axle load taken as twice the maximum wheel load for the axle for calculating the RA number for the vehicle in accordance with GERT8006 and if not then:</p> <p>i) determine a revised higher RA number for the vehicle in accordance with GERT8006 using each axle load taken as twice the maximum wheel load for the axle and use the revised RA number for undertaking a Stage 1 compatibility assessment; or</p> <p>ii) reduce the payload so that the RA number of the unevenly loaded vehicle in accordance with GERT8006 using each axle load taken as twice the maximum wheel load for the axle is still valid for use in the Stage 1 compatibility assessment; or</p> <p>b) Undertake a Stage 2 compatibility assessment.</p> <p>Network Rail would welcome the opportunity to discuss with RSSB the above proposed text and whether any revisions should be made to the above suggested text to align RIS-860-INS and RIS-3781-TOM regarding unevenly loaded axles and wheels.</p>	1	DC			Accepted, to take into account even loading, it is felt it is more appropriate to update figure to include a decision to consider uneven loading and a note for eccentric limit warranting a RT3973 EXL, therefore Figure 1 is updated.
8	12	G2.3.7	Suggest improve the description of the information provided by Network Rail in the Network Statement.	<p>Change ‘taking account of information relating to the RA number published in the Network Statement....’ to</p> <p>‘taking account of information relating to the RA number <u>including information on the relationship between RA and speed</u> published in the Network Statement ....’</p>	1	DC			Accepted, changed to “On Network Rail managed infrastructure, the RA number of the route is determined from the Sectional Appendix for the permissible speed of the vehicle type taking account of information relating to the RA number including information on the relationship between RA and speed published in the Network Statement section on axle weight limits. Additionally, at some locations on the network, the Sectional Appendix identifies alternative values of RA number according to permissible speed.”

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9	13	G2.3.13 (a) (b)	Add guidance on additional requirements in RIS-3781-TOM relating to the issue of RT3973 forms including the RT3973EXL form which is required for loads which create unbalanced wheel or axle loading.	Add text as indicated below to clause (a) and (b): a) Loads which require the imposition of a speed restriction lower than the authorised maximum speed of the vehicle <u>and issue of an RT3973 form</u> ; and Loads which create unbalanced wheel or axle loading <u>requiring the issue of an RT3973EXL form</u> .	1	DC			Accepted with modification, clause changed to:  “RIS-3781-TOM sets out the requirements and guidance for railway undertakings to identify exceptional loads and for the application of the necessary controls for wagons that require the issue of a Form RT3973-HAW <u>or RT3973-EXL</u> .”
10	13 17	2.4.3 2.6.2	Editorial As specific clauses are referenced the issue number of GERT8006 should be stated.	.....GERT8006 <u>Issue 4</u> clause.....	1	DC			Accepted
11	14	G2.4.9	Editorial.	.....involves the provision of <u>the same</u> vehicle data <u>as</u> necessary for <u>the</u> determination of the RA number.....	1	DC			Accepted, document updated to say:  A Stage 2 compatibility assessment involves the provision of vehicle data necessary for determination of the RA number for the vehicle, such as axle loads and axle spacings, and height of centre of gravity (see GERT8006 issue 4), which was used to determine the original RA number for that vehicle.
12	14/15	G2.4.13	Editorial and to allow for situations where it is not possible to demonstrate compatibility.	....In this way it is <u>often</u> possible to demonstrate compatibility....	1	DC			Accepted
13	16	G2.5.7	Editorial.	Add full stop at end of clause	1	DC			Accepted
14	17	2.6.1	Editorial ‘route’ (a defined term) does not seem to be an appropriate term to use for describing the geographical extent of plant operating in a worksite in a possession.	Change ‘on the route’ to ‘on the tracks under possession on which the plant travels’	1	DC			Accepted with modification, text updated to:  The loading applied by the plant (including dynamic increment) shall be less than or equal to the load carrying capacity of underline bridges, in the possession, over which the plant will travel for the operating conditions of the plant.
15	19	Definitio ns Design mass in working order [technica l]	See comment raised on GERT8006.	See suggestion for GERT8006.	1				Accepted

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16	20	Definitions Route Availability (RA) number	See comment raised on GERT8006.	See suggestion for GERT8006.	1				Accepted
17	21	References	RIS-3781-TOM missing.	Add RIS-3781-TOM	1	DC			Accepted
18	21	References GEGN86 16	Update title.	See suggestion for GERT8006.	1				Accepted
19	21	References Network Statement	Update 2019 details to 2024 details.	Change '2019' to '2024'. Version 1.0 correct Change 'November 2017' to 'October 2022'.	1				Accepted
20	22	T988 T1066	See comment on GERT8006.	Delete T988 and T1066 from list of references.	1				Accepted
21	Various	G2.4.8 2.5.1 Etc.	Editorial. Add clickable links to plain text for dynamic links to referenced figures and clauses, e.g. for figure 1 in G2.4.8, 2.5.1 etc.	Check document for where clickable links should be added		DC			Accepted
22			My organisation has no comments or suggested amendments and supports the standards committee approval of the publication of this document		2				Noted