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**Railway Group Standard**

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**GM/RT2161**

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**Issue One**

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**Date August 1995**

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# Requirements for Driving Cabs of Railway Vehicles

## Signatures removed from electronic version

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## Synopsis

This Standard prescribes 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.

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of Railway Vehicles****Part A****Issue record**

This Railway Group Standard will be updated when necessary by distribution of a complete replacement.

Amended or additional parts of revised pages will be marked by a vertical black line in the adjacent margin.

| <b>Issue</b> | <b>Date</b> | <b>Comments</b>                                  |
|--------------|-------------|--------------------------------------------------|
| I            | Aug 95      | Original document (draft was numbered GO/OTS406) |

**Responsibilities and  
distribution**

Controlled copies of this standard shall be complied with by all persons who are responsible for specifying requirements for driving cabs of railway vehicles, including Traction and Rolling Stock (T&RS) and On-Track Machines.

The standard shall be distributed to:

- engineers and managers with responsibilities for vehicles and driving cabs in the fields of technical and operating specification, design, development, procurement, testing, maintenance and Engineering Change;
- all train operators and contractors having T&RS or on-track machines for operation on Railtrack lines.

**Implementation**

The provisions of this standard are mandatory. The standard shall apply from 8 October 1995 to all new procurement contracts placed for new vehicles. The standard shall also apply from the same date to existing vehicles when they are subject to Engineering Change, insofar as it is reasonably practicable.

**Health and  
Safety Responsibilities**

In authorising this standard, Railtrack PLC makes no warranties, express or implied, that compliance with all or any Railway Group Standards is sufficient on its own to ensure safe systems of work or operation. Each user is reminded of its own responsibilities to ensure health and safety at work and its individual duties under health and safety legislation.

**Supply**

Controlled and uncontrolled copies of this standard must be obtained from The Catalogue Secretary, Safety & Standards Directorate, Railtrack PLC, Floor 2, Fitzroy House, 355 Euston Road, London, NW1 3AG.

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## Part B

**1 Purpose** This standard prescribes 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 can carry out their operational duties effectively and maintain safety on Railtrack lines.

**2 Scope** The requirements of this standard apply to the driving cabs of traction and rolling stock (T&RS) vehicles and also to On-Track Machines that operate on Railtrack lines outside possessions.

The requirements apply to new vehicles. The requirements also apply to existing vehicles when undergoing Engineering Change, insofar as it is reasonably practicable to incorporate them.

Deviations from the specific requirements of this standard are permissible for driving vehicles in international traffic, providing that it is demonstrated that an equivalent level of safety is achieved.

**3 Definitions** For the purposes of this Standard, the following definitions apply.

### **Auxiliary Driving Position**

A driving position for authorised movements which cannot be safely made from the main Driving Position and for which the full range of driving controls and the full viewing requirements cannot be provided.

### **Colour Diffraction Effects**

The spatial separation of colours of light sources or objects into their component spectrum colours, as a result of variations in the refractive properties within a windscreen (or window).

### **Distortion of Vision**

The apparent angular distortion of physical objects when viewed through a windscreen (or window) as a result of changes in Optical Deviation.

### **Driver Only Operation**

Train Operations in which passengers are carried under the sole control of a single driver, without support from any other on-board staff.