

Ref:	NR/L2/SIG/30009/GKRT0054
Issue:	2
Date:	07/03/2015
Compliance date:	06/06/2015

Level 2

Radio Electronic Token Block (Former Railway Group Standard GK/RT0054)

Endorsement and Authorisation

For endorsement and authorisation, please refer to
NR/L2/SIG/30009

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User information

This Network Rail standard contains colour-coding according to the following Red–Amber–Green classification.

Red requirements – *No variations, could stop the railway*

- **Red requirements shall** always be complied with and achieved.
- Red requirements shall be presented in a red box **with the word “shall” or expressed as a direct instruction**.
- Accountability for the efficacy of red requirements lies with the Professional Head/Standard Owner.
- Red requirements are monitored for compliance.
- Corrective actions shall be enforced if deviations are discovered through functional checks (e.g. engineering verification visits, audit or Operations Self-Assurance).

Amber requirements – *Controlled variations, approved risk analysis and mitigation*

- **Amber requirements shall** be complied with unless deviation has been approved in advance.
- Amber requirements shall be presented with an amber sidebar **and with the word “shall” or expressed as a direct instruction**.
- Accountability for the efficacy of these requirements lies with the Professional Head/Standard Owner, or their nominated Delegated Authority.
- Amber requirements are monitored for compliance.
- Deviations **may** be permitted. Deviations are approved by the Standard Owner or through existing Delegated Authority arrangements.
- Corrective actions shall be enforced if **non-approved** deviations are discovered through functional checks (e.g. engineering verification visits, audit or Operations Self-Assurance).

Green – *Guidance*

- Guidance is based on good practice. Guidance represents supporting information to help achieve **Red** and **Amber** requirements.
- Guidance shall be presented with a dotted green sidebar **and with the word “should” (usually in notes) or as a direct instruction**.
- Guidance is **not mandatory** and is not monitored for compliance.
- Alternative solutions may be used. Alternative solutions do not need to be formally approved.
- Decisions made by a competent person to use alternative solutions should be backed up by appropriate evidence or documentation.

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Issue record

Issue	Date	Comments
1	June 2014	Incorporating former RGS GK/RT0054
2	March 2015	Insertion of Tracker 6465

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 06/06/2015.

When this standard is implemented, it is permissible for all projects that have formally completed GRIP Stage 3 (Option Selection) to continue to comply with the issue of any relevant Network Rail standards current when GRIP Stage 3 was completed and not to comply with requirements contained herein, unless stipulated otherwise in the scope of this standard.

Reference documentation

[GK/RT0054](#) Radio Electronic Token Block

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1 Purpose

As part of the filtering exercise carried out by RSSB, it was found that a number of mandatory requirements contained in [GK/RT0054](#) were out of scope of the Railway Group Standards Code as being single duty holder responsibilities. This a result, the Railway Group Standard was withdrawn by RSSB.

2 Scope

All requirements contained [GK/RT0054](#) are still required to be complied with, the table below shows the exception to this.

Clause/subclause	Change
11 paragraph 4 & 5	In accordance with non-compliance 6465. Change of functionality from emergency key to a button function on the RETB touch screen keyboard.
8,clause 8.2d	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'.

3 GK/RT0054 – Absolute Block

Is attached to this module.

Railway Group Standard

GK/RT0054

Issue One

Date March 1998

Radio Electronic Token Block

Signatures removed from electronic version

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Synopsis:

This standard sets out the particular signalling requirements to ensure the safe control of trains where the Radio Electronic Token Block system is employed.

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