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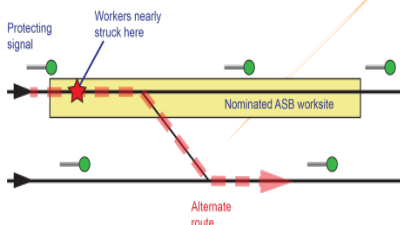
## Changes to NWT 308 Absolute Signal Blocking and NTR 432 Protecting activities associated with in-service rail traffic

**This information has been prepared to reinforce the changed requirements to NWT 308 Absolute Signal Blocking and NTR 432 Protecting activities associated with in-service rail traffic.**

A recent incident occurred where a clear understanding about the location of a worksite and associated protection arrangements was not reached.

As a result, an alternate route for the passage of rail traffic was set and the protecting signal cleared for the movement in the mistaken belief the worksite was clear of the alternate route. (See illustration below)

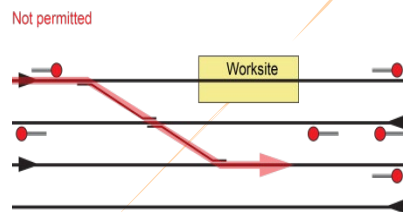
Workers were forced move quickly out of the path of the approaching rail traffic as it entered the worksite to narrowly avoid being struck.



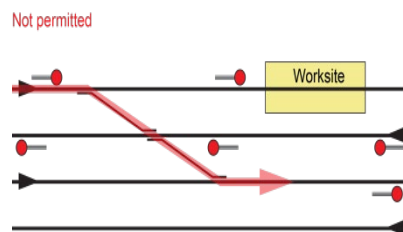
**Recent incident**

In accordance with Safe Notice 1047-2019, effective 1800hrs 16 October 2019, signals protecting a line on which an ASB or NTR 432 Activities associated with in-service rail traffic **must not be cleared to provide an alternate route for rail traffic.**

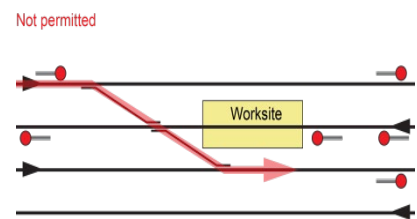
The following illustrations show scenarios where the clearing of protecting signal/s for an alternate route is **not permitted.**



**Scenario 1** Signal immediately protecting an ASB allows access to an alternate route on an adjacent track



**Scenario 2** The first signal protecting an ASB when two signals are required allows access to an alternate route on an adjacent track



**Scenario 3** Protecting signal for the alternate route could allow access through an ASB on an adjacent track



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Safeworking information

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