UGL REGIONAL LINX

Using Route Control Blocking

Introduction

Route Control Blocking (RCB) may be used to exclude rail traffic from a defined portion of track within specified limits. RCB is only available using the electronic application.

Using Route Control Blocking

👉 **NOTE**

RCB is only available using the electronic application.

Protection Officer

1. Make sure that your safety assessment shows that a Local Possession Authority (LPA), Track Occupancy Authority (TOA) or Track Work Authority (TWA) work on track authority is not necessary for the work.

2. Advise the Network Control Officer:
   – your name and contact details, and
   – the type of work, and
   – the intended finish time, and
   – the location of the work, and the track name, and
   – if RCB is following a unidirectional rail traffic movement:
     – tell the Network Control Officer the kilometrage location of the worksite, and
     – observe the rail traffic pass clear and complete beyond the worksite limits, and
     – tell the Network Control Officer the identification number of the lead motive power unit of the rail traffic.

3. Request the Network Control Officer to exclude rail traffic from the defined limits of the RCB by:
   – in Rail Vehicle Detection system, placing all protecting controlled absolute signals that authorise rail traffic entry to the defined limits of the RCB at stop and applying blocking facilities to the route/s between the defined limits of the RCB, or
   – in Train Order territory, applying blocking facilities to prevent rail traffic access to the route/s between the defined limits of the RCB.

4. Confirm with the Network Control Officer the RCB limits, track name, return time, type of work to be performed and if required, kilometre location of the proposed work site.

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Network Control Officer

5. Make sure that:
   – there is no LPA, TOA or TWA current for the proposed RCB limits.
   – in Rail Vehicle Detection system, all protecting controlled absolute signals that authorise rail traffic entry to the defined limits of the RCB are set to STOP and blocking facilities are applied to the route/s between the defined limits of the RCB, or
   – in Train Order territory, blocking facilities have been applied to prevent rail traffic access to the route/s between the defined limits of the RCB.

Additionally, in all areas:

   – if required, set and secure points to prevent rail traffic access by operating signal controls, and
   – ensure there are no approaching trains between the protecting control points and the proposed work location, and
   – any train that has passed complete beyond the proposed work location will not return, or
   – proceed authority has been fulfilled or cancelled.

6. Confirm with the Protection Officer:
   – that blocking facilities have been applied, and
   – the details of the RCB, and
   – the finish time of the RCB.

7. Propose the RCB.

8. Make a permanent record of the RCB.

Protection Officer

9. Before work begins, confirm with the Network Control Officer:
   – in Rail Vehicle Detection system, all protecting controlled absolute signals that authorise rail traffic entry to the defined limits of the RCB are set to STOP and blocking facilities are applied to the route/s between the defined limits of the RCB, or
   – in Train Order territory, blocking facilities have been applied to prevent rail traffic access to the route/s between defined limits of the RCB, and
   – there is no approaching rail traffic between the protecting control points and the work location, and
   – any rail traffic that has passed complete beyond the work location will not return, and
   – the details of the RCB using the electronic application, and
       – reject the RCB if the details are incorrect, or
       – accept the RCB if the details are correct.

Using Route Control Blocking

Returning the track to service

Protection Officer

1. Confirm the fulfilment details using the electronic application, or
2. Advise the Network Control Officer:
    – when all workers and equipment are clear of the Danger Zone, and
    – points that were secured are available for use, and
    – the security code for the blocks applied.

Network Control Officer

3. If necessary, enter the security code as supplied by the Protection Officer.
4. In Rail Vehicle Detection system, make sure that the points and signals are working correctly after the points have been restored to normal operation.

Related CRN Network Procedures

CNPR 712 Protecting work from rail traffic on adjacent lines

Effective date

27 August 2023