

## Absolute Signal Blocking (ASB)

### Introduction

An *NRF 018 Absolute Signal Blocking (ASB)* form must be used by Signallers to record the details for excluding rail traffic from a portion of track when work is performed using:

- *NWT 308 Absolute Signal Blocking*, or
- *NTR 432 Protecting activities associated with in-service rail traffic*.

### Mandatory items

All items must be completed

- 1 Request
- 2 Worksite location
- 3 Protection to be used
- 4 Assurances
- 5 Authorisation
- 8 Ending ASB

#### Item 1 – Request

If the form is being used for Absolute Signal Blocking (ASB):

- tick the check box  beside the statement "ASB"
- put a cross in the check box  beside the statement "Activities associated with in-service rail traffic".

## Absolute Signal Blocking (ASB)

If the form is being used for protecting activities associated with in-service rail traffic:

- tick the check box  beside the statement "*Activities associated with in-service rail traffic*"
- put a cross in the check box  beside the statement "*ASB*".

### Item 2 – Worksite Location

Record the line names and the asset details provided by the Protection Officer.



#### NOTE

If completing the Worksite Location section for an ASB on an adjacent line, enter the details of the adjacent line, not the line being worked on.

### Item 3 – Protection to be used

Review the protection to be used and cross out the options that are not applicable.

If the protecting signals or points are identified by the Protection Officer and they correspond with the worksite location:

- tick the check box  beside the statement "*Yes*"
- put a cross the check box  beside the statement "*NA*".

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If the protecting signals or points are not identified by the Protection Officer:

- put a cross in the check box  beside the statement "Yes"
- tick the check box  beside the statement "NA".

If protection is required from another Signaller, record their location/panel details in the "location/panel" box.

### Item 4 – Assurances

Review each assurance, and when confirmed:

- record the train number or track vehicle identification and its last known location
- tick the check box  beside the statement "there is no approaching rail traffic between protection and worksite".

If after the Signaller has conducted the appropriate checks and the rail traffic details are not identifiable, the Signaller may record "not available" in the "rail traffic ID" or "Location" box of Item 4.

### Item 5 – Authorisation

Record the authorising Signaller's details and the time ASB is authorised.

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### Item 8 – Ending ASB

To end the ASB record the:

- Protection Officer's name, or
- train number, or
- track vehicle identification
- review each assurance, and when confirmed:
  - tick the check box  beside the statement "Confirm worksite location"
  - tick the check box  beside the statement "Confirm workers and equipment are clear of the Danger Zone"
  - record the Protection number and cross reference with Protection number in item 5
  - record the time ASB is ended.

### Optional items

Review each item, and:

- put a cross in the numbered box  if the item does not apply in this instance, or
- tick the numbered box  if the item applies in this instance, and complete the details.

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### Item 6 – Suspending ASB

If ASB is to be suspended:

- record the Protection Officer's name
- review each assurance and when confirmed:
  - tick the check box  beside the statement "*Confirm worksite location*"
  - tick the check box  beside the statement "*Confirm workers and equipment are clear of the Danger Zone*"
  - record the Protection number and cross reference with Protection number in item 5
  - record the time when ASB is suspended.

### Item 7 – Re-establish ASB assurances

To re-establish ASB, review each assurance and when confirmed:

- tick the check box  beside the statement "*Confirm worksite location is identical*"
- tick the check box  beside the statement "*all points of entry into affected portion of track are protected and blocking facilities applied*"
- Record the train number or track vehicle identification and its last known location
- tick the check box  beside the statement "*there is no approaching rail traffic between protection and worksite*"
- record the time when ASB is re-established.

forms

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**NOTE**

Item 6 and item 7 must not be used to suspend and re-establish a request that has been authorised for protecting activities associated with in-service rail traffic.

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**Effective date**

29 September 2019

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# Absolute Signal Blocking (ASB)



## Absolute Signal Blocking (ASB) – NRF 018

**1. Request**

Protection Officer details  ASB or  Activities associated with in-service rail traffic

name  contact no./rail traffic ID  designation

Type of work:  Planned duration:

**2. Worksite Location** (if completing this form for an adjacent line, enter the details of the adjacent line, not the line being worked on)

On the  line(s)

between  and

**3. Protection to be used** (cross out if not applicable)

Signal(s) at STOP with blocking facilities applied
  Removal of ESML/EOL key
  Points secured
  Lookout

Protecting signal(s) or points identified by PO correspond with worksite location  Yes  NA

Protection is required from other Signaller(s) at  location/panel  location/panel

**4. Assurances**

All points of entry into affected portion of track are protected and blocking facilities applied

The last rail traffic to pass the protection was  rail traffic ID  The last known location of rail traffic is  location

There is no approaching rail traffic between protection and worksite

**5. Authorisation**

Authorised by Signaller

name  location/panel  hr  /  /

Protection number:  Notes

**6. Temporarily suspending ASB** (DO NOT USE for activities associated with in-service rail traffic)

PO name <input type="text"/>	PO name <input type="text"/>	PO name <input type="text"/>
Confirm worksite location <input type="checkbox"/>	Confirm worksite location <input type="checkbox"/>	Confirm worksite location <input type="checkbox"/>
Confirm workers and equipment are clear of the Danger Zone <input type="checkbox"/>	Confirm workers and equipment are clear of the Danger Zone <input type="checkbox"/>	Confirm workers and equipment are clear of the Danger Zone <input type="checkbox"/>
Protection number <input type="text"/>	Protection number <input type="text"/>	Protection number <input type="text"/>
ASB suspended at <input type="text"/> hr	ASB suspended at <input type="text"/> hr	ASB suspended at <input type="text"/> hr

**7. Re-establish ASB assurances** (DO NOT USE for activities associated with in-service rail traffic)

Confirm worksite location is identical <input type="checkbox"/>	Confirm worksite location is identical <input type="checkbox"/>	Confirm worksite location is identical <input type="checkbox"/>
All points of entry into affected portion of track are protected and blocking facilities applied <input type="checkbox"/>	All points of entry into affected portion of track are protected and blocking facilities applied <input type="checkbox"/>	All points of entry into affected portion of track are protected and blocking facilities applied <input type="checkbox"/>
The last rail traffic to pass the protection was <input type="text"/> rail traffic ID <input type="text"/>	The last rail traffic to pass the protection was <input type="text"/> rail traffic ID <input type="text"/>	The last rail traffic to pass the protection was <input type="text"/> rail traffic ID <input type="text"/>
The last known location of rail traffic is <input type="text"/> location <input type="text"/>	The last known location of rail traffic is <input type="text"/> location <input type="text"/>	The last known location of rail traffic is <input type="text"/> location <input type="text"/>
There is no approaching rail traffic between protection and worksite <input type="checkbox"/>	There is no approaching rail traffic between protection and worksite <input type="checkbox"/>	There is no approaching rail traffic between protection and worksite <input type="checkbox"/>
ASB re-established at <input type="text"/> hr	ASB re-established at <input type="text"/> hr	ASB re-established at <input type="text"/> hr

**8. Ending**

PO name or rail traffic ID  Confirm worksite location  Confirm workers and equipment are clear of the Danger Zone

Protection number  Ended at  hr  /  /

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<b>6</b> <b>Temporarily suspending ASB</b> <small>(DO NOT USE for activities associated with in-service rail traffic)</small>		
PO name <input type="text"/>	PO name <input type="text"/>	PO name <input type="text"/>
Confirm worksite location <input type="checkbox"/>	Confirm worksite location <input type="checkbox"/>	Confirm worksite location <input type="checkbox"/>
Confirm workers and equipment are clear of the Danger Zone <input type="checkbox"/>	Confirm workers and equipment are clear of the Danger Zone <input type="checkbox"/>	Confirm workers and equipment are clear of the Danger Zone <input type="checkbox"/>
Protection number <input type="text"/>	Protection number <input type="text"/>	Protection number <input type="text"/>
ASB suspended at <input type="text"/> hr	ASB suspended at <input type="text"/> hr	ASB suspended at <input type="text"/> hr
<b>7</b> <b>Re-establish ASB assurances</b> <small>(DO NOT USE for activities associated with in-service rail traffic)</small>		
Confirm worksite location is identical <input type="checkbox"/>	Confirm worksite location is identical <input type="checkbox"/>	Confirm worksite location is identical <input type="checkbox"/>
All points of entry into affected portion of track are protected and blocking facilities applied <input type="checkbox"/>	All points of entry into affected portion of track are protected and blocking facilities applied <input type="checkbox"/>	All points of entry into affected portion of track are protected and blocking facilities applied <input type="checkbox"/>
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The last known location of rail traffic is <input type="text"/> location	The last known location of rail traffic is <input type="text"/> location	The last known location of rail traffic is <input type="text"/> location
There is no approaching rail traffic between protection and worksite <input type="checkbox"/>	There is no approaching rail traffic between protection and worksite <input type="checkbox"/>	There is no approaching rail traffic between protection and worksite <input type="checkbox"/>
ASB re-established at <input type="text"/> hr	ASB re-established at <input type="text"/> hr	ASB re-established at <input type="text"/> hr

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Confirm worksite location <input type="checkbox"/>	Confirm worksite location <input type="checkbox"/>	Confirm worksite location <input type="checkbox"/>
Confirm workers and equipment are clear of the Danger Zone <input type="checkbox"/>	Confirm workers and equipment are clear of the Danger Zone <input type="checkbox"/>	Confirm workers and equipment are clear of the Danger Zone <input type="checkbox"/>
Protection number <input type="text"/>	Protection number <input type="text"/>	Protection number <input type="text"/>
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The last known location of rail traffic is <input type="text"/> location	The last known location of rail traffic is <input type="text"/> location	The last known location of rail traffic is <input type="text"/> location
There is no approaching rail traffic between protection and worksite <input type="checkbox"/>	There is no approaching rail traffic between protection and worksite <input type="checkbox"/>	There is no approaching rail traffic between protection and worksite <input type="checkbox"/>
ASB re-established at <input type="text"/> hr	ASB re-established at <input type="text"/> hr	ASB re-established at <input type="text"/> hr

Notes