

Absolute Signal Blocking (ASB)

Introduction

NRF 018 Absolute Signal Blocking (ASB) must be used by Signallers to record the details for excluding rail traffic from a portion of line 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 "Rail traffic inspection/repair".

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

- tick the check box beside the statement "Rail traffic inspection/repair"
- put a cross in the check box beside the statement "ASB".

Absolute Signal Blocking (ASB)

Item 2 – Worksite Location

Record the line name(s).

If the worksite location is described as being between two reference points:

- tick the check box beside the statement "*between*"
- record the asset details
- put a cross in the check box beside the statement "*completely within*".

If the worksite location is described as being completely within a reference point:

- tick the check box beside statement "*completely within*"
- record the asset details
- put a cross in the check box beside the statement "*between*".



NOTE

When completing the Worksite Location section of a form related to a work on track authority or a work on track method for an adjacent line, enter the details of the adjacent line, not the line being worked on.

Absolute Signal Blocking (ASB)

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".

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:

- 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*".

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.

Absolute Signal Blocking (ASB)

Item 5 – Authorisation

- tick the check box when the Protection Officer has correctly repeated-back the details recorded in item 3 and item 4
- record the authorising Signallers details and the time ASB is authorised.

Item 8 – Ending ASB

To end the ASB record the:

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

Absolute Signal Blocking (ASB)

Optional items

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*"
 - record the ASB number and cross reference with ASB number in item 5
 - tick the check box beside the statement "*Confirm workers and equipment are clear of the line*"
 - 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*"
- 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 ASB is re-established.

forms

Absolute Signal Blocking (ASB)**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.

Effective date

30 September 2018

forms

Absolute Signal Blocking (ASB)



Absolute Signal Blocking (ASB) – NRF 018

1. Request

Protection Officer details ASB or Rail traffic inspection/repair

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

completely within

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
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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

The PO has correctly repeated-back the details recorded in item 3 and item 4 ASB authorised by Signaller

name location/panel hh:mm hr dd/mm/20yy

ASB number: Notes

6. Temporarily suspending ASB (DO NOT USE for rail traffic inspection/repair)

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"/>
ASB number <input type="text"/>	ASB number <input type="text"/>	ASB number <input type="text"/>
Confirm workers and equipment are clear of the line <input type="checkbox"/>	Confirm workers and equipment are clear of the line <input type="checkbox"/>	Confirm workers and equipment are clear of the line <input type="checkbox"/>
ASB suspended at <input type="text"/> hh:mm hr	ASB suspended at <input type="text"/> hh:mm hr	ASB suspended at <input type="text"/> hh:mm hr

7. Re-establish ASB assurances (DO NOT USE for rail traffic inspection/repair)

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	The last rail traffic to pass the protection was <input type="text"/> rail traffic ID	The last rail traffic to pass the protection was <input type="text"/> rail traffic ID
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"/> hh:mm hr	ASB re-established at <input type="text"/> hh:mm hr	ASB re-established at <input type="text"/> hh:mm hr

8. Ending ASB

PO name or rail traffic ID Confirm worksite location ASB Number

Confirm workers and equipment are clear of the Danger Zone ASB ended at hh:mm hr dd/mm/20yy

forms

Absolute Signal Blocking (ASB)

6 Temporarily suspending ASB <small>(DO NOT USE for rail traffic inspection/repair)</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"/>
ASB number <input type="text"/>	ASB number <input type="text"/>	ASB number <input type="text"/>
Confirm workers and equipment are clear of the line <input type="checkbox"/>	Confirm workers and equipment are clear of the line <input type="checkbox"/>	Confirm workers and equipment are clear of the line <input type="checkbox"/>
ASB suspended at <input type="text"/> hh:mm hr	ASB suspended at <input type="text"/> hh:mm hr	ASB suspended at <input type="text"/> hh:mm hr
7 Re-establish ASB assurances <small>(DO NOT USE for rail traffic inspection/repair)</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"/>
The last rail traffic to pass the protection was <input type="text"/> rail traffic ID	The last rail traffic to pass the protection was <input type="text"/> rail traffic ID	The last rail traffic to pass the protection was <input type="text"/> rail traffic ID
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"/> hh:mm hr	ASB re-established at <input type="text"/> hh:mm hr	ASB re-established at <input type="text"/> hh:mm hr

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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"/>
ASB number <input type="text"/>	ASB number <input type="text"/>	ASB number <input type="text"/>
Confirm workers and equipment are clear of the line <input type="checkbox"/>	Confirm workers and equipment are clear of the line <input type="checkbox"/>	Confirm workers and equipment are clear of the line <input type="checkbox"/>
ASB suspended at <input type="text"/> hh:mm hr	ASB suspended at <input type="text"/> hh:mm hr	ASB suspended at <input type="text"/> hh:mm hr
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Confirm worksite location is identical <input type="checkbox"/>	Confirm worksite location is identical <input type="checkbox"/>	Confirm worksite location is identical <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"/> hh:mm hr	ASB re-established at <input type="text"/> hh:mm hr	ASB re-established at <input type="text"/> hh:mm hr

Notes