

## Absolute Signal Blocking (ASB) - NRF 018

1.	<b>Request</b> Protection Officer details  ASB or Activities associated with in-service rail traffic						
	nam	е	ontact no./rail traffic II	D	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				lines		
	from	Sigs	to		Sigs terminal line		
	between						
	completely within						
 3.	Protection to be used (cross out if not applicable)						
	Signal/s at STOP with blocking facilities applied	noval of ESML/EOL key	Points secu	red	Lookout		
	Protection is required from other Signallers a	t	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 that fic is	ion	location		
	There is no approaching rail traffic between protection and worksite						
5.	Authorisation Authorised by Signaller						
	nam	е	location/panel	hr	/ /		
	Protection XXXX Notes						
	number:						
	6 Temporarily suspending ASB (DO	VST USE for activities associated with in-se	rvice rail traffic)				
	PO name	Poname		PO name			
(	Confirm worksite location Confirm workers and equipment are	Confirm worksite location		Confirm worksite locat Confirm workers and e	quipment are		
	clear of the Danger Zone Protection	clear of the Danger Zone		clear of the Danger Zo Protection	ne 🗀		
	number	number		number			
A	ASB suspended at hr	ASB suspended at	hr	ASB suspended at	hr		
_	7 Re-establish ASB assurances (DO)	Í.					
	Confirm worksite location is identical  All points of entry into affected portion	Confirm worksite location  All points of entry into aff		Confirm worksite locat  All points of entry into			
f	of track are protected and blocking aculities applied	of track are protected and facilities applied		of track are protected facilities applied			
	The last rail traffic to pass the protection was	The last rail traffic to pass the protection was	rail traffic ID	The last rail traffic to pass the protection wa	rail traffic ID		
	The last known location location	The last known location of rail traffic is	location	The last known location of rail traffic is	location		
	There is no approaching rail traffic petween protection and worksite	There is no approaching r between protection and v		There is no approaching between protection ar			
	ASB re-established at hr	ASB re-established at	hr	ASB re-established at	hr		
<u> </u>	Ending						
	PO name or rail traffic ID		Confirm worksite locat		ers and equipment Department Department Department		
	Protection number	Ended at		hr / /			

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6 Temporarily suspending ASB (DO NOT USE for activities associated with in-service rail traffic)							
PO name	PO name	PO name					
Confirm worksite location	Confirm worksite location	Confirm worksite location					
Confirm workers and equipment are clear of the Danger Zone	Confirm workers and equipment are clear of the Danger Zone	Confirm workers and equipment are clear of the Danger Zone					
Protection number	Protection number	Protection number					
ASB suspended at hr	ASB suspended at hr	ASB suspended at hr					
Re-establish ASB assurances (DO) Confirm worksite location is identical	NOT USE for activities associated with in-service rail traffic)  Confirm worksite location is identical	Confirm worksite location is identical					
All points of entry into affected portion	All points of entry into affected portion	All points of entry into affected portion					
of track are protected and blocking facilities applied	of track are protected and blocking facilities applied	of track are protected and blacking facilities appKed					
The last rail traffic to pass the protection was	The last rail traffic to pass the protection was	The last rail traffic to pass the protection was					
The last known location of rail traffic is	The last known location location of rail traffic is	The last known location location of last traffic is					
There is no approaching rail traffic between protection and worksite	There is no approaching rail traffic between protection and worksite	There is no approaching rail traffic between protection and worksite					
ASB re-established at hr	ASB re-established at	ASB re-established at hr					
PO name	NOT USE for activities associated within-service reliaratfic)  PO name	PO name					
Confirm worksite location	Confirm worksite location	Confirm worksite location					
Confirm workers and equipment are	Confirm workers and equipment are	Confirm workers and equipment are					
clear of the Danger Zone Protection	clear of the Danger Zone  Protection	clear of the Danger Zone  Protection					
number	number	number					
ASB suspended at hr	ASB suspended at hr	ASB suspended at hr					
Re-establish ASB assurances confirm worksite location is identical	Confirm worksite location is identical						
All points of entry into affected portion	Confirm worksite location is identical  All points of entry into affected portion	All points of entry into affected portion					
of track are protected and blacking facilities applied	of track are protected and blocking facilities applied	of track are protected and blocking facilities applied					
The last rail traffic to pass the protestion was	The last rail traffic to pass the protection was	The last rail traffic to pass the protection was					
The last known location of rail traffic is	The last known location of rail traffic is	The last known location of rail traffic is					
There is no approaching half traffic between protection and worksite	There is no approaching rail traffic between protection and worksite	There is no approaching rail traffic between protection and worksite					
ASB re-established at hr	ASB re-established at hr	ASB re-established at hr					

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