

procedures

NPR 018 Using an Absolute Signal Blocking (ASB) Form

Introduction

Unless a system-generated electronic ASB form is available, *NRF 018 Absolute Signal Blocking (ASB)* 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 check box with tick beside the statement 'ASB', and
- put a cross in the check box check box with cross beside the statement 'Activities associated with in-service rail traffic'.

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

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

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Item 2 – Worksite Location

Record the line names.

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

- tick the check box check box with tick beside the statement 'from' and record the asset details, and
- put crosses in the checkboxes check box with cross beside the statement 'between' and the statement 'completely within'.

If the nominated activity location is described as being between stations:

- tick the check box check box with tick beside the statement 'between' and record the station details, and
- put crosses in the checkboxes check box with cross beside the statement "from" and the statement 'completely within'.

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

- tick the check box check box with tick beside the statement 'completely within' and record the asset details, and
- put crosses in the checkboxes check box with cross beside the statement 'between' and the statement 'from'.

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 protection is required from other Signallers, record their location or panel details in the 'location/panel' box.

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Item 4 – Assurances

Review each assurance, and when confirmed:

- record the rail traffic identification number and its last known location, and
- tick the check box check box with tick beside the statement 'there is no approaching rail traffic between protection and worksite'.

If the Signaller has conducted the required checks and the rail traffic details are not available, 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 that ASB is authorised.

Item 8 – Ending ASB

To end the ASB record the:

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

Optional items

The following items are optional:

- 6** Suspending ASB
- 7** Re-establish ASB assurances

Review each item, and:

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

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Item 6 – Suspending ASB

If ASB is to be suspended:

- record the Protection Officer's name, and
- review each assurance and when confirmed:
- tick the check box check box with tick beside the statement 'Confirm worksite location', and
- tick the check box check box with tick beside the statement 'Confirm workers and equipment are clear of the Danger Zone', and
- record the Protection number and cross-reference it with the Protection number in item 5, and
- 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 check box with tick beside the statement 'Confirm worksite location is identical', and
- tick the check box check box with tick beside the statement 'all points of entry into affected portion of track are protected and blocking facilities applied', and
- record the rail traffic identification number and its last known location, and
- tick the check box check box with tick beside the statement 'there is no approaching rail traffic between protection and worksite', and
- record the time when ASB is re-established.

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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FIGURE 1: NRF 018 Absolute Signal Blocking (ASB)

RailSafe Absolute Signal Blocking (ASB) – NRF 018

1. Request
 Protection Officer details: ASB or Activities associated with in-service rail traffic
 Type of work: _____ Planned duration: _____

2. Worksite Location
 On the _____ lines
 from _____ Sign to _____ Sign terminal line
 between _____ stations
 completely within _____

3. Protection to be used
 Signal/s at STDP with blocking facilities applied
 Removal of ESWL/EOL key
 Points secured
 Lookout
 Protection is required from other Signallers at _____

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 _____ The last known location of rail traffic is _____
 There is no approaching rail traffic between protection and worksite

5. Authorisation
 Authorised by Signaller: _____ hr / /
 Protection number: **XXXXXX** Notes: _____

6. Temporarily suspending ASB

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

7. Re-establish ASB assurances

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 _____	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 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: _____ hr	ASB re-established at: _____ hr	ASB re-established at: _____ 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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6 <input type="checkbox"/> Temporarily suspending ASB <small>(DO NOT RE-ESTABLISH ASSURANCES WITH THIS FORM)</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

7 <input type="checkbox"/> Re-establish ASB assurances <small>(DO NOT RE-ESTABLISH ASSURANCES WITH THIS FORM)</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"/>	The last known location of rail traffic is <input type="text"/>	The last known location of rail traffic is <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

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6 <input type="checkbox"/> Temporarily suspending ASB <small>(DO NOT RE-ESTABLISH ASSURANCES WITH THIS FORM)</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

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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"/>	The last known location of rail traffic is <input type="text"/>	The last known location of rail traffic is <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

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Related Documents

NRF 018 Absolute Signal Blocking ASB