

Procedures

NPR 018 Using an Absolute Signal Blocking (ASB) Form

Description

This document describes how an Absolute Signal Blocking form must be compiled, cancelled, ended and managed.

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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 beside the statement 'ASB', and
- put a cross in the check box 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:

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

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 beside the statement 'from' and record the asset details, and
- put crosses in the checkboxes beside the statement 'between' and the statement 'completely within'.

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

- tick the check box beside the statement 'between' and record the station details, and
- put crosses in the checkboxes 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 beside the statement 'completely within' and record the asset details, and
- put crosses in the checkboxes 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 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 beside the statement 'Confirm worksite location', and
 - tick the check box 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

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7 Re-establish ASB assurances

Review each item, and:

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

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 beside the statement 'Confirm worksite location', and
 - tick the check box 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 beside the statement 'Confirm worksite location is identical', and
- tick the check box 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 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

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

PO name

Confirm worksite location

Confirm workers and equipment are clear of the Danger Zone

Protection number

ASB suspended at hr

PO name

Confirm worksite location

Confirm workers and equipment are clear of the Danger Zone

Protection number

ASB suspended at hr

PO name

Confirm worksite location

Confirm workers and equipment are clear of the Danger Zone

Protection number

ASB suspended at hr

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

Confirm worksite location is identical

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

ASB re-established at hr

Confirm worksite location is identical

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

ASB re-established at hr

Confirm worksite location is identical

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

ASB re-established at hr

Notes

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

PO name

Confirm worksite location

Confirm workers and equipment are clear of the Danger Zone

Protection number

ASB suspended at hr

PO name

Confirm worksite location

Confirm workers and equipment are clear of the Danger Zone

Protection number

ASB suspended at hr

PO name

Confirm worksite location

Confirm workers and equipment are clear of the Danger Zone

Protection number

ASB suspended at hr

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

Confirm worksite location is identical

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

ASB re-established at hr

Confirm worksite location is identical

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

ASB re-established at hr

Confirm worksite location is identical

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

ASB re-established at hr

Notes

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1. Request
 ASB or Activities associated with in-service rail traffic
 Protection Officer details
 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 _____ lines
 from _____ Sigs to _____ Sigs terminal line
 between _____ stations
 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: _____
 Protection is required from other Signallers 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: **XXXXX** Notes: _____

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

PO name: _____	PO name: _____	PO name: _____
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: _____	Protection number: _____	Protection number: _____
ASB suspended at: _____ hr	ASB suspended at: _____ hr	ASB suspended at: _____ 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 _____ rail traffic ID _____	The last rail traffic to pass the protection was _____ rail traffic ID _____	The last rail traffic to pass the protection was _____ rail traffic ID _____
The last known location of rail traffic is _____ 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 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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Related Documents

NRF-018-Absolute-Signal-Blocking-ASB.pdf