

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 <input style="width: 90%;" type="text"/> Confirm worksite location <input type="checkbox"/> Confirm workers and equipment are clear of the Danger Zone <input type="checkbox"/> Protection number <input style="width: 80%;" type="text"/> ASB suspended at <input style="width: 40%;" type="text"/> hr	PO name <input style="width: 90%;" type="text"/> Confirm worksite location <input type="checkbox"/> Confirm workers and equipment are clear of the Danger Zone <input type="checkbox"/> Protection number <input style="width: 80%;" type="text"/> ASB suspended at <input style="width: 40%;" type="text"/> hr	PO name <input style="width: 90%;" type="text"/> Confirm worksite location <input type="checkbox"/> Confirm workers and equipment are clear of the Danger Zone <input type="checkbox"/> Protection number <input style="width: 80%;" type="text"/> ASB suspended at <input style="width: 40%;" type="text"/> hr
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7 **Re-establish ASB assurances** (DO NOT USE for activities associated with in-service rail traffic)

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"/> The last rail traffic to pass the protection was <input style="width: 80%;" type="text"/> rail traffic ID The last known location of rail traffic is <input style="width: 80%;" type="text"/> location There is no approaching rail traffic between protection and worksite <input type="checkbox"/> ASB re-established at <input style="width: 40%;" type="text"/> hr	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"/> The last rail traffic to pass the protection was <input style="width: 80%;" type="text"/> rail traffic ID The last known location of rail traffic is <input style="width: 80%;" type="text"/> location There is no approaching rail traffic between protection and worksite <input type="checkbox"/> ASB re-established at <input style="width: 40%;" type="text"/> hr	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"/> The last rail traffic to pass the protection was <input style="width: 80%;" type="text"/> rail traffic ID The last known location of rail traffic is <input style="width: 80%;" type="text"/> location There is no approaching rail traffic between protection and worksite <input type="checkbox"/> ASB re-established at <input style="width: 40%;" type="text"/> hr
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Notes

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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 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 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

7. Re-establish ASB assurances (DO NOT USE for activities associated with in-service rail traffic)
Confirm worksite location is identical Confirm worksite location is identical Confirm worksite location is identical
All points of entry into affected portion of track are protected and blocking facilities applied All points of entry into affected portion of track are protected and blocking facilities applied 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 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 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

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