

# NOTIFICATION DETAILS



[Rail Occurrences](#) | [Create notification](#) | [Manage notifications](#) | [Manage occurrence changes](#)

## NOTIFICATION DETAILS

### Notification Details

#### Occurrence Details

Regis Occurrence Reference Number

531740

Is Primary

false

Duplicate Of Occurrence Id

531723

Occurrence Status Id

Closed (2)

Status Date

2021-01-13T14:54:24.643

Occurrence Date

2021-01-08

Occurrence Time

04:33:00.0000000+11:00



TOP

State Id

NSW (3)

Occurrence Location

Hawkesbury River

Running Line Kilometerage

57.0000

Line Section Identifier

Main North

Notification Category Id

Category B (2)

Occurrence Description

0412hrs: PN service #5936 advised train control that they were unable to lift load on Cowan Bank - decision made to put it into Hawkesbury River siding - a propelling movement - PN Driver requested blocks be put onto the adjacent line 0433 hrs: Driver called train control and said that they were ready to proceed - Train Controller has then removed the blocks and allowed 247B to come through on DN Main while second person was in the 4'. 0444hrs: PN driver has called to say that that controller had just put a train through. s. 47F(1) . D&A not advised (due to late reporting). ATSB advised.

Occurrence Types

Occurrence Type

OCG1 Category Id

10.5 Safeworking Rule or Procedure Breach

Main Event

true



TOP

Event Order

1

### Infrastructure & Vehicles

Equipment Type Id

Rolling Stock (2)

Train Type Id

Freight Train (5)

Train Number

5936

Train Traction Type Id

2

Train Type Id

Freight Train (5)

Train Number

5936


Train Traction Type Id

2

 Print  Close

  
TOP

# HISTORY

| Date Received                          | Action    | View Notification   |
|--|-----------|---|
| Wednesday, 13 January 2021 09:10:12 PM | Duplicate |  |

  
TOP



TOP

# NOTIFICATION DETAILS

Rail Occurrences | Create notification | Manage notifications | Manage occurrence changes

## NOTIFICATION DETAILS

### Notification Details

#### Occurrence Details

Reported By

Portal

Regis Occurrence Reference Number

531723

Is Primary

true

Occurrence Status Id

Closed (2)

Status Date

2021-01-13T13:31:05.637

Occurrence Date

2021-01-08

Occurrence Time

04:15:00.0000000+11:00



State Id

NSW (3)

Occurrence Location

Hawkesbury River

Running Line Kilometerage

57.4000

Line Section Identifier

Main North

Notification Category Id

Category B (2)

Occurrence Description

Rail Train Casual, was working Train service on Friday 08.01.2012 sign on 0030 hrs, CC MOR / BMD / TRAIN 5936N / ENFILED / CC MOR. Whilst train was travelling on the Sydney Train Network, Train 5936N became failed climbing Hawkesbury Bank, and was unable to lift the service, Train Crew Driver, 2nd Person and Railtrain Casual (Freelancing) was required to reverse the failed train from the section downhill to Hawkesbury Up relief siding Whilst Railtrain Casual and 2nd Person prior to walking in the rail corridor, Driver requested Sydney Trains Network to place a block on the Down Mainline to protect train crew walking back to the end of their train consist. Whilst both crew members were in the process of walking in the rail corridor on the Down Mainline, they quickly realise a Sydney passenger service approached , Railtrain Casual jumped from the rail corridor and unbeknown has landed on uneven surface ballast. s. 47F(1)

[REDACTED]

[REDACTED]

Occurrence Types

Occurrence Type

OCG1 Category Id



TOP

7.4 Slip, Trip or Fall

Main Event

false

Event Order

0

Occurrence Type

OCG1 Category Id

10.5 Safeworking Rule or Procedure Breach

Main Event

true

Event Order

1

Infrastructure & Vehicles

Equipment Type Id

Rolling Stock (2)

Train Type Id

Freight Train (5)

Train Number

5936N

Train Traction Type Id

2





Train Type Id

Freight Train (5)

Train Number



5936N

Train Traction Type Id

2

 Print  Close

## HISTORY

| Date Received                           | Action | View Notification   |
|---|--------|---|
| Wednesday, 10 February 2021 09:10:04 PM | Update |  |
| Wednesday, 13 January 2021 09:10:12 PM  | Insert |  |

  
TOP



TOP

# NOTIFICATION DETAILS



Rail Occurrences | Create notification | Manage notifications | Manage occurrence changes

## NOTIFICATION DETAILS

### Notification Details

#### Occurrence Details

Regis Occurrence Reference Number

531741

Is Primary

false

Duplicate Of Occurrence Id

531723

Occurrence Status Id

Closed (2)

Status Date

2021-02-10T13:39:24.667

Occurrence Date

2021-01-08

Occurrence Time

04:33:00.0000000+11:00



TOP

State Id

NSW (3)

Occurrence Location

Hawkesbury River

Running Line Kilometerage

57.0000

Line Section Identifier

Main North

Notification Category Id

Category B (2)

Occurrence Description

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Occurrence Types

Occurrence Type

OCG1 Category Id

10.5 Safeworking Rule or Procedure Breach

Main Event

true



TOP

Event Order

1

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Equipment Type Id

Rolling Stock (2)

Train Type Id

Freight Train (5)

Train Number

5936N

Train Traction Type Id

2

Train Type Id

Freight Train (5)

Train Number

5936N



Train Traction Type Id

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TOP



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# NOTIFICATION DETAILS



Rail Occurrences | Create notification | Manage notifications | Manage occurrence changes

## NOTIFICATION DETAILS

### Notification Details

#### Occurrence Details

Reported By

Portal

Regis Occurrence Reference Number

531766

Is Primary

false

Duplicate Of Occurrence Id

531723

Occurrence Status Id

Closed (2)

Status Date

2021-01-13T17:51:40.903

Occurrence Date

2021-01-08



TOP



## Occurrence Time

04:15:00.0000000+11:00

## State Id

NSW (3)

## Occurrence Location

Hawkesbury River

## Running Line Kilometerage

57.0000

## Line Section Identifier

Main North

## Notification Category Id

Category B (2)

## Occurrence Description

LATE REPORT - On 08 01 2021 at 0415 hrs Crew of Pacific National train 5936 were attempting to propel the train back to Hawkesbury River when an alleged near hit occurred with a down NSW train service possibly 247B after experiencing wheelslip issues. Crew claimed they had taken out an ASB for protection s. 47F(1)

## Contributing Factors Description

Q-02-21|Rolling stock: Other

## Occurrence Types

## Occurrence Type

OCG1 Category Id



TOP

10.5 Safeworking Rule or Procedure Breach

Main Event

true

Event Order

1

### Infrastructure & Vehicles

Equipment Type Id

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Australian Government  
Australian Transport Safety Bureau

Transport Safety Investigation Act 2003- Section 32

## Request for Interview and/or Relevant Material

Form: F32-1

**ATSB Investigation No.**

The Australian Transport Safety Bureau is conducting an investigation into the following transport safety matter.

safeworking irregularity and near miss with crew of train 5936 at Hawkesbury River, New South Wales, on 8 January 2021.

**To** **Name:**  **Organisation:**

The ATSB conducts investigations solely for the purpose of enhancing transport safety. The object of an investigation is to determine the circumstances of the occurrence and to prevent similar event occurring in the future. It is not the object of an investigation to determine blame or liability.

In this context, you are required to attend an interview and/or produce relevant material under section 32 of the *Transport Safety Investigation Act 2003*. The reason that this request is made under section 32 is to ensure that the information or material that you provide is protected as restricted information under the Act

**Location of interview**  **Interview Date**  **Interview Time:**

**Description of material, date required and any special instructions**

**Evidence Required by:**

Section 47 of the TSI Act provides that self-incrimination is not an excuse for not complying with this request. Information relating to section 32 and section 47 of the TSI Act is provided overleaf.

Thank you for your cooperation.

**Signature of Chief Commissioner/Delegate**

**Name of Chief Commissioner/Delegate :**

**Date**

**Phone:**

The following is a plain legal language summary of the relevant sections of the *Transport Safety Investigation Act 2003*. Please see the ATSB website [www.atsb.gov.au](http://www.atsb.gov.au) for the complete text of the TSI Act.

**Section 32—Require attendance to answer questions or produce evidence**

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Australian Government  
 Australian Transport Safety Bureau

Transport Safety Investigation Act 2003- Section 32

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| Location of interview | Interview Date       | Interview Time:      |
|-----------------------|----------------------|----------------------|
| <input type="text"/>  | <input type="text"/> | <input type="text"/> |

Description of material, date required and any special instructions

s. 38(1)(b)(i)

Evidence Required by:

Section 47 of the TSI Act provides that self-incrimination is not an excuse for not complying with this request. Information relating to section 32 and section 47 of the TSI Act is provided overleaf.

Thank you for your cooperation.

Signature of Chief Commissioner /Deleqate


s. 38(1)(b)(i)



••

Name of Chief Commissioner /Deleqate :

s. 38(1)(b)(i)



Date

15/01/2021

Phone:

s. 38(1)(b)(i)





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s. 38(1)(b)(i)

**Organisation:**  
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**Location of interview**

s. 38(1)(b)(i)

**Interview Date**

s. 38(1)(b)(i)

**Interview Time:**

s. 38(1)(b)(i)

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Thank you for your cooperation.

**Signature of Chief Commissioner /Delegate**

s. 38(1)(b)(i)

**Name of Chief Commissioner /Delegate :**

s. 38(1)(b)(i)

**Date**

21/01/2021

**Phone:**

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 22/01/2021 s. 38(1)(b)(i)

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Form: F32-1



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**Australian Transport Safety Bureau**

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Organisation:

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Interview Time:




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Evidence Required by:

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Name of Chief Commissioner/Delegate :

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4/02/2021

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**Location of interview**  **Interview Date**  **Interview Time:**

**Description of material, date required and any special instructions**

**Evidence Required by:**

Section 47 of the TSI Act provides that self-incrimination is not an excuse for not complying with this request. Information relating to section 32 and section 47 of the TSI Act is provided overleaf.

Thank you for your cooperation.

**Signature of Chief Commissioner/Delegate**

**Name of Chief Commissioner/Delegate :**   
**Date**  **Phone:**



The following is a plain legal language summary of the relevant sections of the *Transport Safety Investigation Act 2003*. Please see the ATSB website [www.atsb.gov.au](http://www.atsb.gov.au) for the complete text of the TSI Act.

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Australian Government  
Australian Transport Safety Bureau

Transport Safety Investigation Act 2003- Section 32

## Request for Interview and/or Relevant Material

Form: F32-1

**ATSB Investigation No.**

The Australian Transport Safety Bureau is conducting an investigation into the following transport safety matter.

Safeworking irregularity and near miss with crew of train 5936 at Hawkesbury River, New South Wales, on 8 January 2021.

**To** Name:

s. 38(1)(b)(i)

Organisation:

s. 38(1)(b)(i)

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s. 38(1)(b)(i)

Name of ~~Chief Commissioner~~/Delegate :

s. 38(1)(b)(i)

Date

9/02/2021

Phone:

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|-----------------------|----------------------|----------------------|
| <input type="text"/>  | <input type="text"/> | <input type="text"/> |

Description of material, date required and any special instructions

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s. 38(1)(b)(i)

Date

Phone:

16/03/2021

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general

# Responsibilities of Signallers

## Purpose

To prescribe the responsibilities of Signallers.

.....

## Responsibilities

The primary responsibility of Signallers is to set routes for the safe and efficient transit of rail traffic in the area under their control.

Signallers must:

- make sure that signalling equipment is operated safely
- respond to signalling equipment failures and warning alarms
- in accordance with Network Rules and Network Procedures, authorise and issue:
  - Proceed Authorities
  - work on track authorities
  - work on track methods
- tell affected Signallers about work on track details
- get authority from the Network Controller for unscheduled rail traffic to depart their area of control
- tell affected Network Controllers and Signallers about rail traffic movements that become delayed or out-of-course
- as required, report rail traffic details to affected Network Controllers and Signallers
- promptly report breaches of Network Rules and Network Procedures to the controlling officer and the Network Controller.

general

## Responsibilities of Signallers

Signallers may divert rail traffic to avoid unnecessary delays.

Signallers must compile and maintain, in permanent form, relevant records and reports about:

- authorities issued by them
  - work on track details
  - conditions and movements in sections and locations under their authority.
- .....

### Network Procedures

*Nil*

.....

### Effective date

30 September 2018

.....

# Using Absolute Signal Blocking

## Introduction

Absolute Signal Blocking (ASB) is a method of working in the Danger Zone by excluding rail traffic from a portion of track.

## Requesting Absolute Signal Blocking

### *Protection Officer*

1. Tell the Signaller:
  - your name
  - your contact details
  - your Safeworking designation
  - the type of work
  - the intended duration of the work.
2. Identify the line by name and define the nominated worksite location as being:
  - from one signal to another signal, or
  - from a signal to the end of a terminal line.

If the nominated worksite location is on more than one line, the Protection Officer must define the nominated worksite location separately for each line.

Signals used to define the nominated worksite location must be associated with the specified lines and identified by their numbers.



## Using Absolute Signal Blocking

3. Tell the Signaller the planned type of ASB protection.
4. Ask the Signaller to protect all points of entry into the nominated worksite location by applying blocking facilities to exclude rail traffic.

### *Signaller*

5. Confirm the ASB details including:
  - the Protection Officer's name and contact details
  - the type of work
  - the duration of work
  - the line name
  - the nominated worksite location
  - the type of ASB protection.
6. Use the reference points provided by the Protection Officer to identify the nominated worksite location.
7. Identify if the ASB requires more than one Signaller to exclude rail traffic. If the proposed ASB affects more than one Signaller, the Signallers must nominate an authorising Signaller.

### *Signaller/Authorising Signaller*

8. Make sure that:
  - blocking facilities have been applied to exclude rail traffic
  - the last rail traffic to enter the nominated worksite location is identified and its location is known
  - that there is no approaching rail traffic between protection and the nominated worksite location.

## Using Absolute Signal Blocking

### *Authorising Signaller*

9. Tell the Protection Officer:
  - that blocking facilities have been applied
  - that the nominated worksite location is protected
  - the identification number of the last rail traffic to enter the nominated worksite location and its last known location
  - that there is no approaching rail traffic between protection and the nominated worksite location.

### *Protection Officer*

10. Confirm with the Signaller:
  - that all points of entry into the nominated worksite location are correctly protected
  - the identification number of the last rail traffic to enter the nominated worksite location and its last known location
  - that there is no approaching rail traffic between protection and the nominated worksite location.

## Using Absolute Signal Blocking

### Authorising ASB

#### *Authorising Signaller*

1. Once the Protection Officer has confirmed the assurances:
  - if required, authorise the removal of the ESML/EOL keys
  - authorise ASB
  - issue the protection number.

#### *Protection Officer*

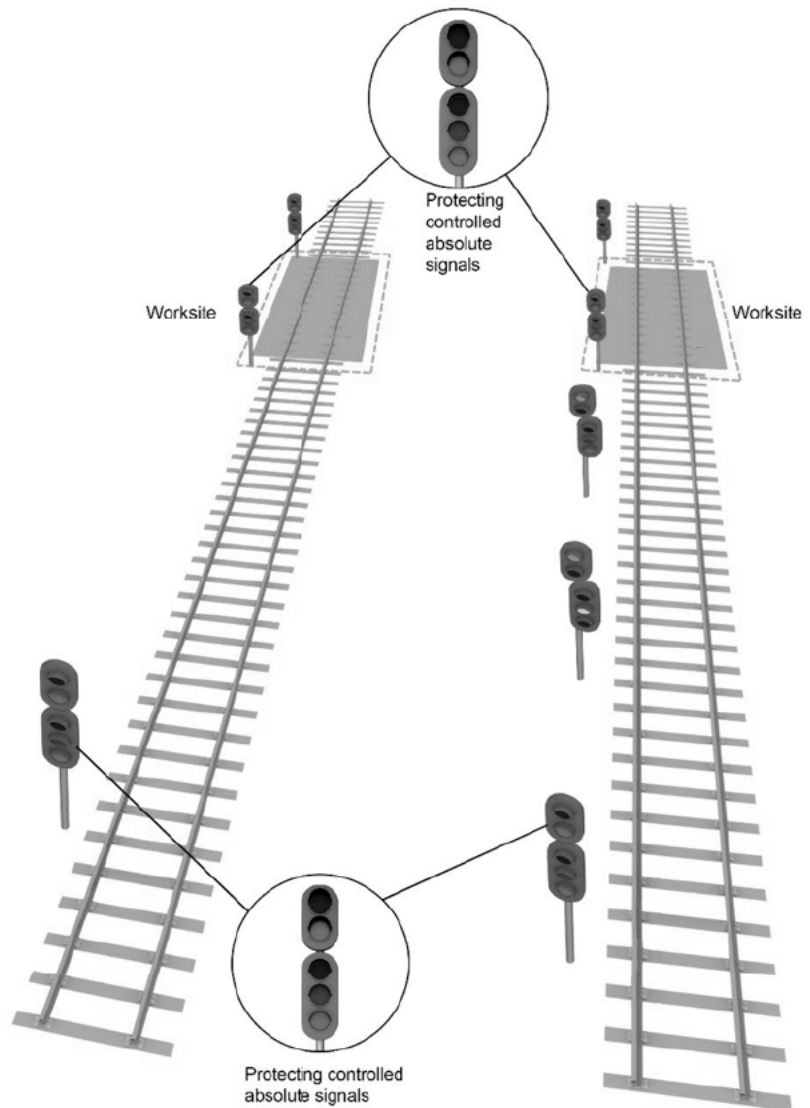
2. Before entering the Danger Zone make sure that:
  - the ASB is authorised
  - the protection number has been issued
  - if used, ESML/EOL keys have been removed.

network  
procedures

# Using Absolute Signal Blocking

## Types of ASB protection

### Two consecutive controlled absolute signals at STOP

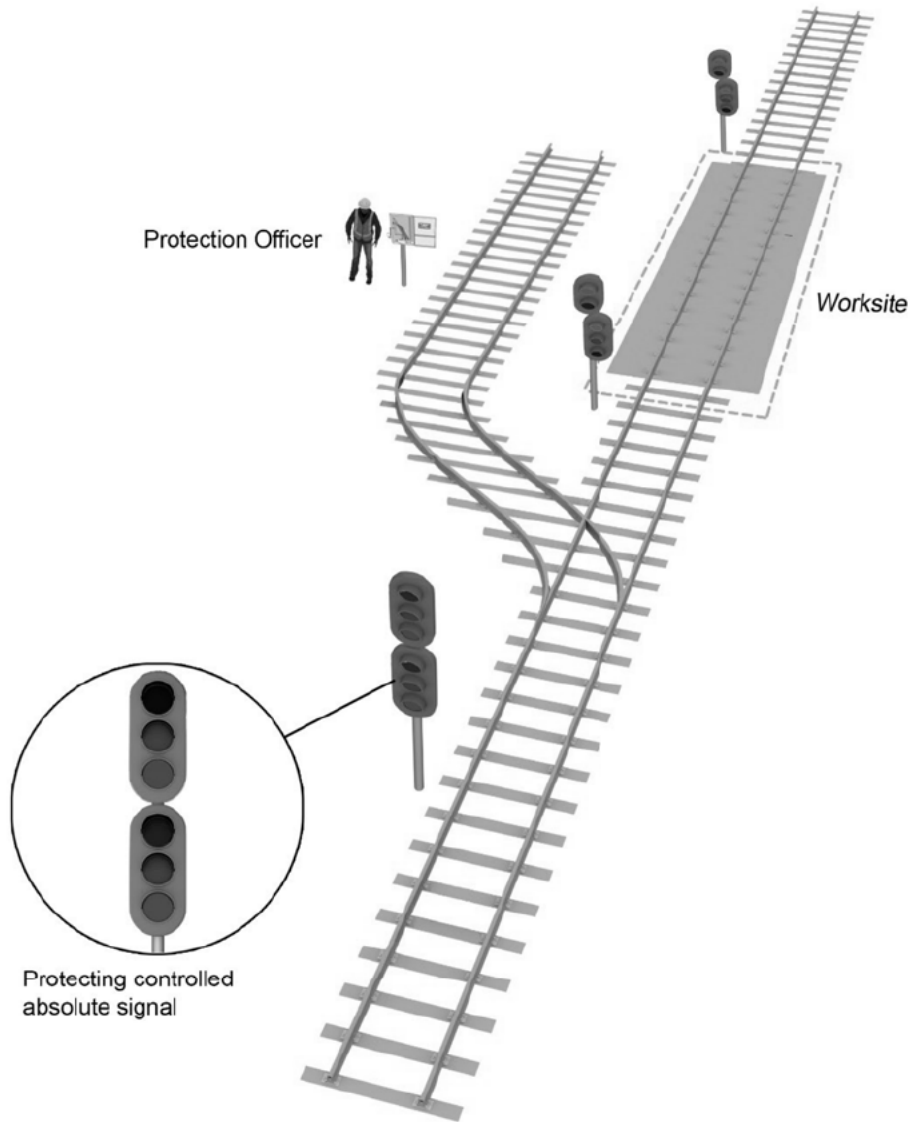


**FIGURE 1:** Example of protection arrangements using two consecutive controlled absolute signals

network  
procedures

# Using Absolute Signal Blocking

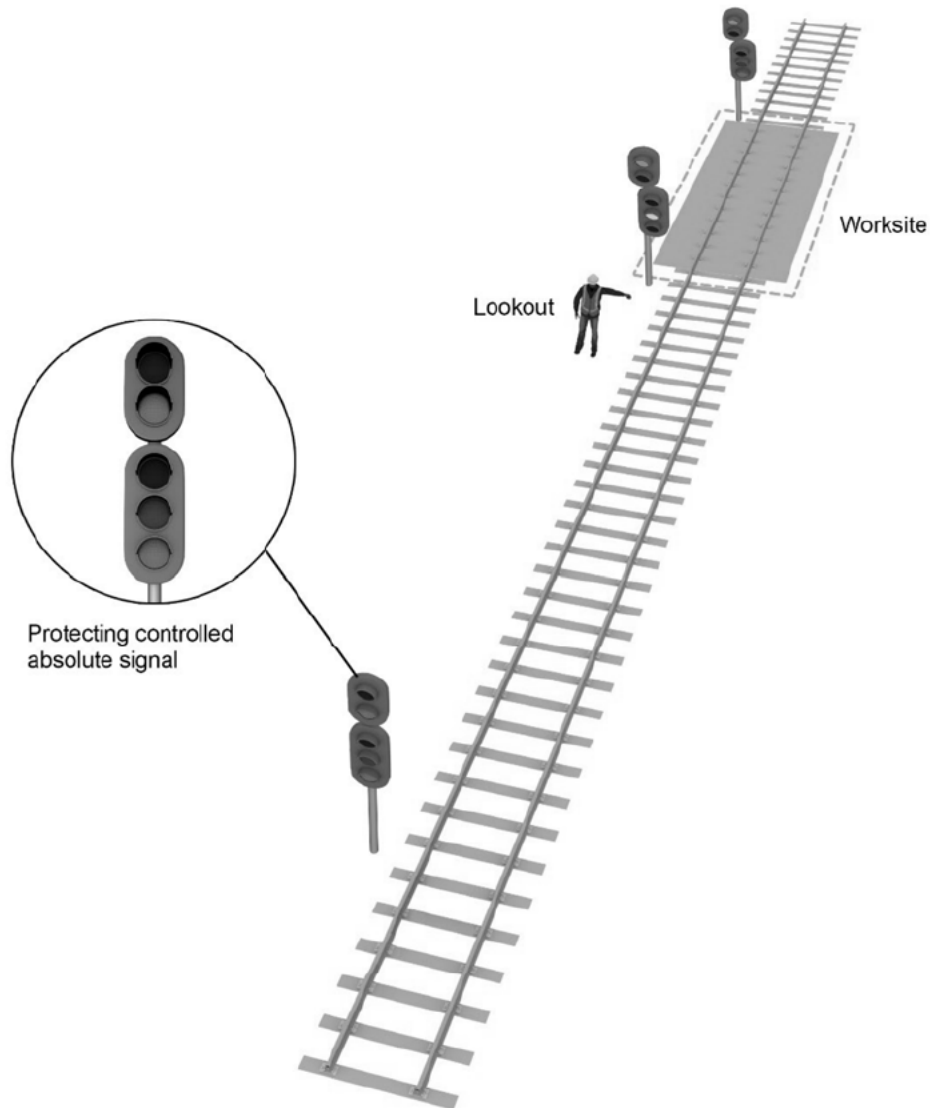
## One controlled absolute signal at STOP



**FIGURE 2:** Example of protection arrangements using one controlled absolute signal and ESML/EOL key removed

network  
procedures

# Using Absolute Signal Blocking



**FIGURE 3:** Example of protection arrangements using one controlled absolute signal and a Lookout

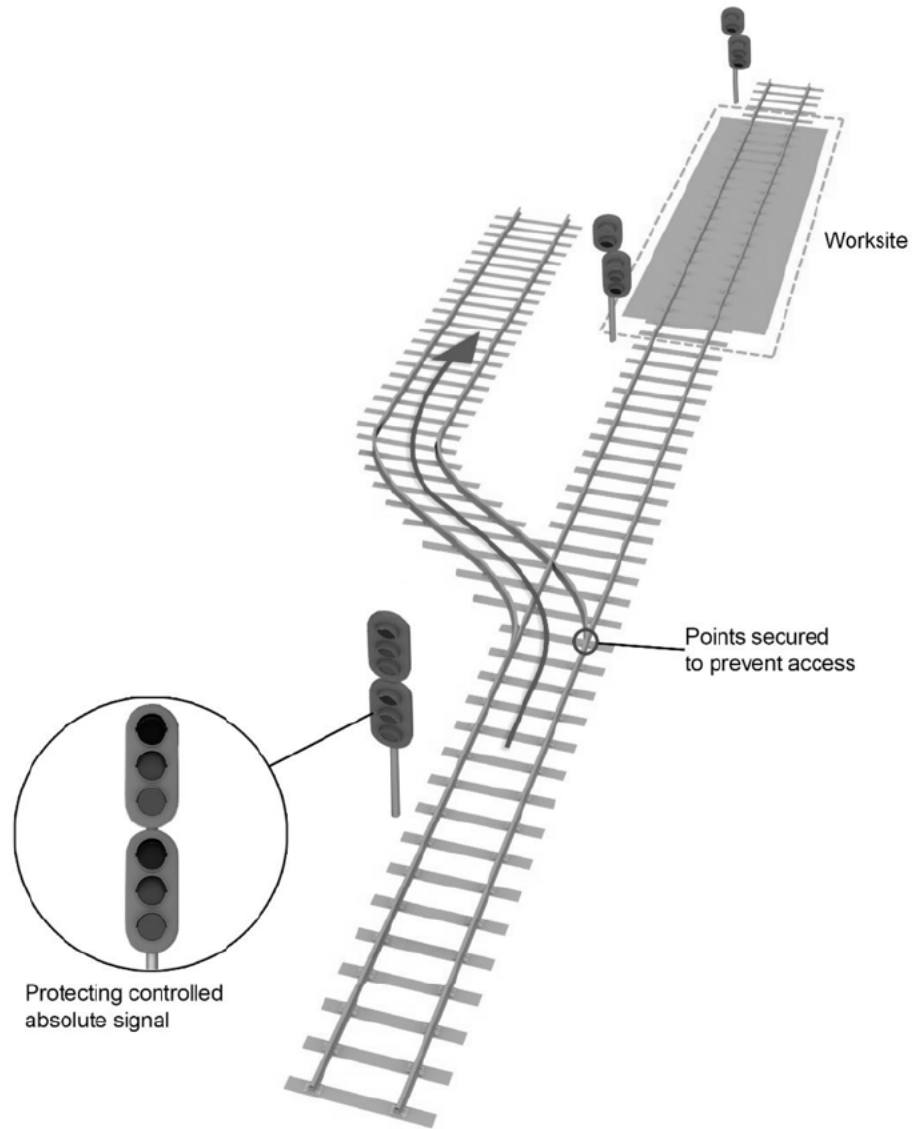


**NOTE**

Workers must immediately move to a safe place when warned by the Lookout about approaching rail traffic.

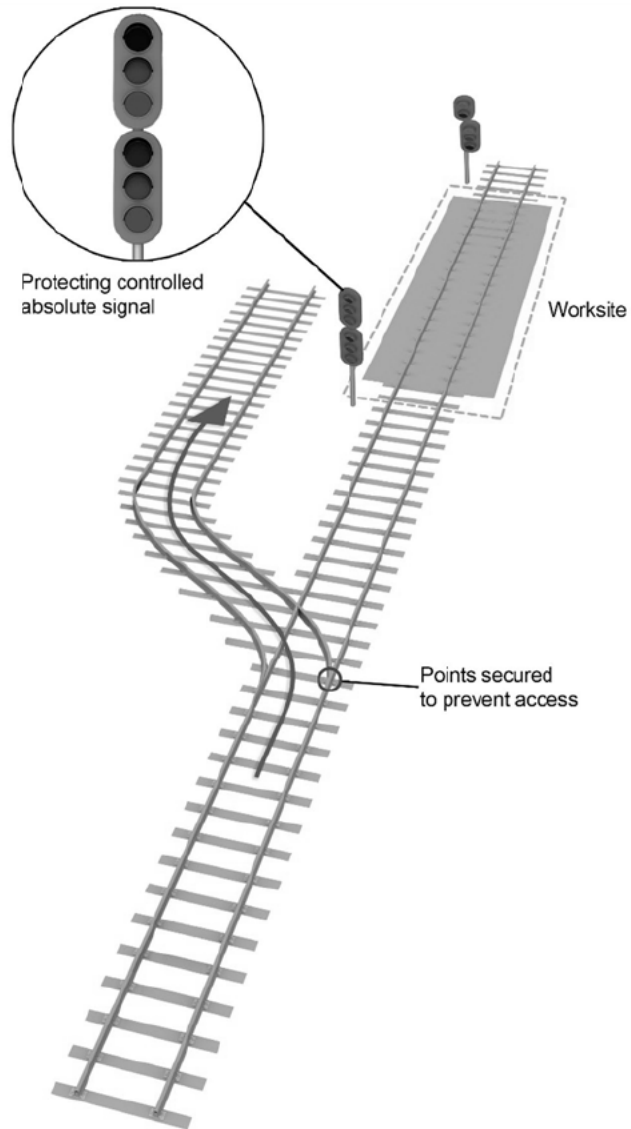
network  
procedures

# Using Absolute Signal Blocking



**FIGURE 4:** Example of protection arrangements using one controlled absolute signal and points secured to prevent access

# Using Absolute Signal Blocking



**FIGURE 5:** Example of protection arrangements using one controlled absolute signal and points secured to prevent access



**NOTE**

Unless ASB is suspended or ended, rail traffic must not be authorised to enter the nominated worksite location.



## Using Absolute Signal Blocking

### Alternative routes

If the nominated worksite location is protected by two consecutive controlled absolute signals, rail traffic may be authorised to pass only the first protecting signal reached by approaching rail traffic to allow a movement over an alternative route.

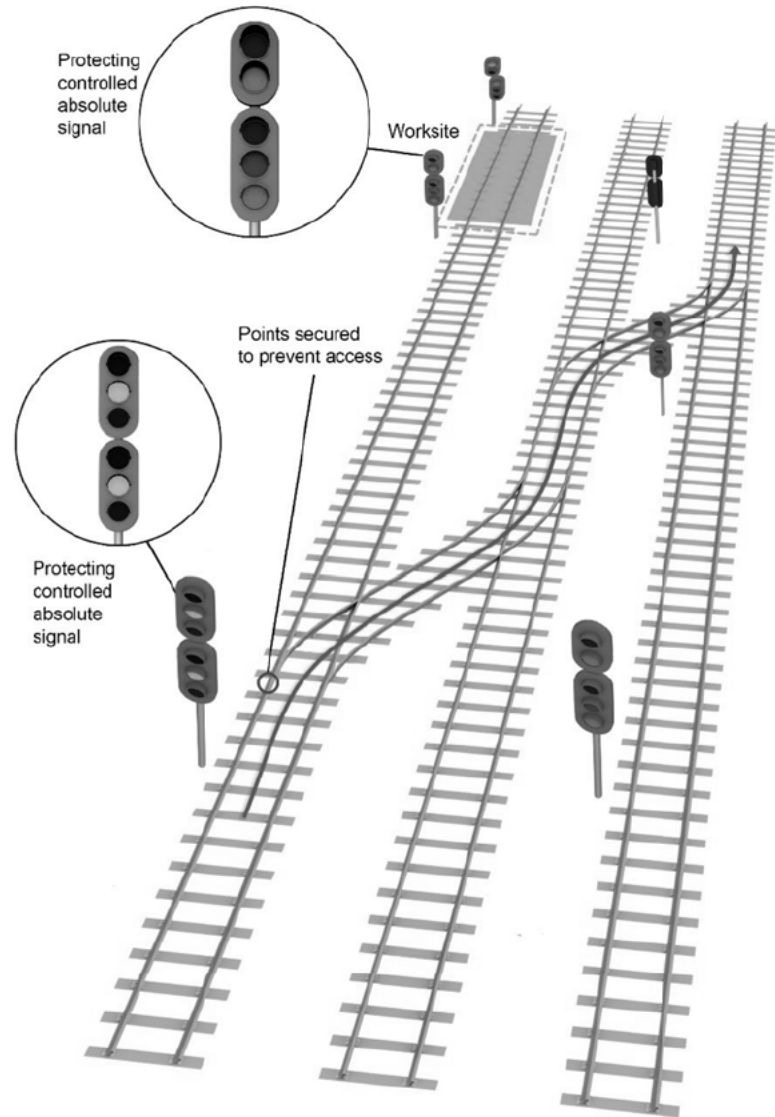
Controlled absolute signals immediately protecting the nominated worksite location must remain at **STOP**.

#### *Signaller*

1. Before authorising each rail traffic movement on an alternative route to pass the first protecting signal, tell the Protection Officer of the intended move.
2. Confirm with the Protection Officer the route to be taken by rail traffic.
3. Set and secure the points for the intended route.
4. Clear the first controlled absolute signal for the intended route.
5. After rail traffic has passed clear and complete beyond the points for the alternative route, make sure that:
  - the first protecting signal is at **STOP**
  - if it is safe to do so, points are set correctly
  - blocking facilities have been reapplied to exclude rail traffic.
6. Tell the Protection Officer:
  - that the first protecting signal is at **STOP**
  - if points have been set
  - that blocking facilities have been reapplied.

network  
procedures

## Using Absolute Signal Blocking



**FIGURE 6:** Example of an alternative route

### Setting adjacent line routes

Signals on adjacent lines which are protecting the nominated worksite location may be cleared for movements that do not allow rail traffic to enter the nominated worksite location.



## Using Absolute Signal Blocking

### Temporarily suspending ASB

ASB may be temporarily suspended if the nominated worksite location is required for rail traffic movements.

#### *Signaller*

1. Before temporarily suspending the ASB, confirm with the Protection Officer:
  - their name
  - the nominated worksite location
  - the protection number
  - that workers and equipment are clear of the Danger Zone
  - that, if used:
    - ESML/EOL keys have been restored
    - points that were secured are available for use.

### Re-establishing ASB

#### *Protection Officer*

2. Ask the Signaller to re-establish ASB.
3. Tell the Signaller the nominated worksite location and, if required, the protection number to identify the ASB to be re-established.
4. Tell the Signaller there is no change to the nominated worksite location.

## Using Absolute Signal Blocking

### *Signaller/Authorising Signaller*

5. Confirm with the Protection Officer:
  - the request to re-establish ASB
  - that the nominated worksite location has not changed
  - the protection number.
6. Before re-establishing ASB make sure that:
  - blocking facilities have been applied to exclude rail traffic from the nominated worksite location
  - the last rail traffic to enter the nominated worksite location is identified and its location is known
  - that there is no approaching rail traffic between protection and the nominated worksite location.

### *Authorising Signaller*

7. Tell the Protection Officer:
  - that blocking facilities have been applied
  - that the nominated worksite location is protected
  - the identification number of the last rail traffic to enter the nominated worksite location and its last known location
  - that there is no approaching rail traffic between protection and the nominated worksite location.

## Using Absolute Signal Blocking

### *Protection Officer*

8. Confirm with the Signaller:
  - that all points of entry into the nominated worksite location are correctly protected
  - the identification number of the last rail traffic to enter the nominated worksite location and its last known location
  - that there is no approaching rail traffic between protection and the nominated worksite location.

### *Authorising Signaller*

9. Once the Protection Officer has confirmed the assurances, re-establish the ASB and provide the protection number.

### *Protection Officer*

10. Before entering the Danger Zone, make sure that:
  - the ASB is re-established
  - the protection number is confirmed, or if required record the new protection number
  - if used, ESML/EOL keys have been removed.

## Using Absolute Signal Blocking

### Ending ASB

#### *Protection Officer*

1. If used:
  - remove point clips
  - restore the ESML/EOL keys.
2. Tell the Signaller:
  - your name, the nominated worksite location and protection number
  - that workers and equipment are clear of the Danger Zone
  - that, if used:
    - ESML/EOL keys have been restored
    - points that were secured are available for use.

#### *Signaller*

3. Before ending ASB, confirm with the Protection Officer:
  - their name
  - the nominated worksite location
  - the protection number
  - that workers and equipment are clear of the Danger Zone
  - that, if used:
    - ESML/EOL keys have been restored
    - points that were secured are available for use.

### Keeping Records

Signallers and Protection Officers must record, in permanent form, the ASB details.

network  
procedures

# Using Absolute Signal Blocking

## Network Procedures

*NPR 711 Using Lookouts*

*NPR 712 Protecting work from rail traffic on adjacent lines*

*NPR 751 Calculating Minimum Warning Time*

## Effective date

20 December 2020



train working

## Protecting activities associated with in-service rail traffic

### Purpose

To prescribe the rules for protecting activities associated with in-service rail traffic.

.....

### General

Activities associated with in-service rail traffic may be carried out:

- in a location where rail traffic can be excluded from the affected portions of track, or
- in an existing safe place, or
- in a safe place created using stationary rail traffic.

The protection arrangements specified in this Rule must not be used where a work on track authority is in place.

.....



#### **NOTE**

The protection arrangements specified in this Rule are not required if the workers will remain in a safe place.

.....

Activities associated with in-service rail traffic must have a Qualified Worker responsible for:

- ensuring that the activity is assessed for safety and its potential to intrude on the Danger Zone
- if required, being the only point of contact with the Signaller
- if required, being the only point of contact with the Driver or Track Vehicle Operator of rail traffic kept stationary to create a safe place.

train working

## Protecting activities associated with in-service rail traffic



### WARNING

The requirement for protection arrangements must be assessed for all lines that need to be accessed to conduct the activity.

One Qualified Worker may work alone when protecting activities associated with in-service rail traffic.

Unless conducting a roll-by inspection, the Qualified Worker must make sure that the associated rail traffic will not be moved until the activity is completed.

Rail traffic may be excluded from an affected portion of track to carry out activities:

- not requiring tools, or
- using:
  - light, non-powered hand tools, or
  - light, battery powered tools or devices, or
  - light, powered hand tools.

### Authorisation

Signallers may authorise protection where rail traffic can be excluded from a portion of track.

If the protection requires more than one Signaller to exclude rail traffic from a portion of track, the affected Signallers must:

- confer to make sure that all points of entry are protected
- nominate an authorising Signaller.

train working

## Protecting activities associated with in-service rail traffic

The Signaller must:

- use a system-generated ASB form, or if that is unavailable, an *NRF 018 Absolute Signal Blocking (ASB)* form to record the protection details
  - issue a unique protection number to the Qualified Worker requesting protection.
- .....

### Requesting Protection

When requesting the protection of activities associated with in-service rail traffic, the Qualified Worker must:

- provide the train number or track vehicle number
- identify the lines on which the protection is required
- nominate the activity location as being:
  - between any two stations, or
  - completely within a nominated dead-end siding, or
  - completely within the limits of a platform.

Platforms must be identified by the station name and platform number.

.....



#### **NOTE**

Protection of activities associated with in-service rail traffic cannot be temporarily suspended.

.....

train working

## Protecting activities associated with in-service rail traffic

### Applying protection

The authorising Signaller must make sure that all points of entry into the affected portion of track are protected.

Before allowing the activity to start, the Signaller must make sure, and confirm with the Qualified Worker, that:

- all points of entry into the affected portion of track are protected
- there is no approaching rail traffic between the protection and the identified activity location.

Signallers must not authorise un-signalled movements into the affected portion of track.

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### Removing protection

To remove protection, the Qualified Worker must tell the Signaller:

- the train number or track vehicle number
- the activity location and the unique protection number
- that workers and their equipment are clear of the Danger Zone.

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#### **NOTE**

Only the Qualified Worker that requested the protection arrangements may speak with the Signaller to request the removal of protection.

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train working

## Protecting activities associated with in-service rail traffic

The Signaller may remove protection only after making sure that:

- the train number or track vehicle number, the activity location and the unique protection number correspond with the details they recorded
  - the track is clear.
- .....



### **NOTE**

If the unique number associated with the protection is not available to remove the protection, the Qualified Worker must provide:

- their name
  - the train number or track vehicle number
  - the name of the line on which protection was requested
  - the activity location.
- .....

### **Keeping records**

Signallers and Qualified Workers must record, in permanent form, the protection details.

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train working

# Protecting activities associated with in-service rail traffic

## Network Procedures

*NPR 750 Protecting activities associated with in-service rail traffic*

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## Effective date

30 September 2018

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forms

## Absolute Signal Blocking (ASB)

### Introduction

An *NRF 018 Absolute Signal Blocking (ASB)* form 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”
- put a cross in the check box  beside the statement “Activities associated with in-service rail traffic”.

## Absolute Signal Blocking (ASB)

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

- tick the check box  beside the statement "*Activities associated with in-service rail traffic*"
- 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
- put crosses in the checkboxes  beside the statement "*between*" and the statement "*completely within*".

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

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

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

- tick the check box  beside the statement "*completely within*" and record the asset details
- put crosses in the checkboxes  beside the statement "*between*" and the statement "*from*".



## Absolute Signal Blocking (ASB)



### 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.

### Item 4 – Assurances

Review each assurance, and when confirmed:

- record the rail traffic identification number and its last known location
- 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.

## Absolute Signal Blocking (ASB)

### 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*"
  - tick the check box  beside the statement "*Confirm workers and equipment are clear of the Danger Zone*"
  - record the Protection number and cross reference with Protection number in item 5
  - record the time ASB is ended.

### Optional items

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.

## Absolute Signal Blocking (ASB)

### 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"*
  - tick the check box  beside the statement *"Confirm workers and equipment are clear of the Danger Zone"*
  - record the Protection number and cross reference with Protection number in item 5
  - 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"*
- tick the check box  beside the statement *"all points of entry into affected portion of track are protected and blocking facilities applied"*
- record the rail traffic identification number 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 when ASB is re-established.



## Absolute Signal Blocking (ASB)

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### **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.

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### **Effective date**

20 December 2020

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forms

Absolute Signal Blocking (ASB)



Absolute Signal Blocking (ASB) – NRF 018

1. Request

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, 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.

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 / /

forms

# Absolute Signal Blocking (ASB)

|  |   |   |
|--|---|---|
| <b>6</b> <b>Temporarily suspending ASB</b> <small>(DO NOT USE for activities associated with in-service rail traffic)</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  |
| <b>7</b> <b>Re-establish ASB assurances</b> <small>(DO NOT USE for activities associated with in-service rail traffic)</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"/> hr  | ASB re-established at <input type="text"/> hr   | ASB re-established at <input type="text"/> hr   |

Notes

|  |   |   |
|--|---|---|
| <b>6</b> <b>Temporarily suspending ASB</b> <small>(DO NOT USE for activities associated with in-service rail traffic)</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  |
| <b>7</b> <b>Re-establish ASB assurances</b> <small>(DO NOT USE for activities associated with in-service rail traffic)</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"/> hr  | ASB re-established at <input type="text"/> hr   | ASB re-established at <input type="text"/> hr   |

Notes

train working

## Propelling rail traffic

### Purpose

To prescribe the rules for making safe propelling movements in the Network.

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### Principle

Propelling is control of movement from other than the leading end in the direction of travel.

Propelling movements must:

- be directed from the leading end by a Qualified Worker
- be controlled by a Driver or Track Vehicle Operator
- comply with the vehicle structure, weight and drawgear conditions specified in the *Train Operating Conditions (TOC) manual*.

The Qualified Worker directing propelling must safely:

- walk beside the leading vehicle, or
- ride in or on the leading vehicle in a position designated as safe by the operator.

Rail traffic must be propelled only:

- if it is not practicable to haul it
- as far as the authority to propel allows.

Throughout propelling movements:

- the route between the limits of authority to propel must be set safely, correctly and completely
- signals, if available, must be used to give Proceed Authorities.

train working

## Propelling rail traffic

### Communication



#### **WARNING**

Qualified Workers need effective communication, agreement and understanding throughout propelling movements.

Drivers and Track Vehicle Operators, and Qualified Workers directing propelling, must maintain effective communication at agreed intervals.

If communication between a Driver or Track Vehicle Operator and the Qualified Worker directing propelling is interrupted, the Driver or Track Vehicle Operator must stop the train or track vehicle immediately.

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### Propelling over level crossings

A propelling movement must stop before and clear of a level crossing unless:

- the crossing is protected
- there is no road or pedestrian traffic on or near the crossing.

A movement over the crossing must:

- be directed by a Qualified Worker
  - not proceed before it is safe to do so
  - not exceed 10km/h before the leading vehicle has cleared the crossing.
- .....



train working

## Propelling rail traffic

### Right running-direction movements

#### In a section

If the movement is authorised by the Network Controller, rail traffic may be propelled in a section.

#### Within yard limits

Within yard limits, rail traffic must be propelled only if the Driver has:

- spoken authority from the Signaller
- the correct authority to start the movement.

#### In shunting yards

In a shunting yard, authority to propel is contained in the authority to shunt.

.....

### Wrong running-direction movements

#### In a section

Other than in response to a partial overrun of a platform, rail traffic may be propelled in the wrong running-direction in a section, only if the movement:

- does not conflict with another movement
- is authorised by the Network Controller in a Special Proceed Authority (SPA), or
- is allowed in the *Network Local Appendices*.

#### Within yard limits

Unless it is prohibited at the location, the Signaller may authorise rail traffic to be propelled in the wrong running-direction.

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train working

## Propelling rail traffic

### **Complete overrun of passenger platform**

Unless authorised by the Network Controller in a SPA, a train that has completely overrun a passenger platform in a section must not be set back.

A train that has completely overrun a passenger platform within yard limits must not set back without the Signaller's authority.

### **Partial overrun of passenger platform**

A train that has partially overrun a passenger platform may be set back:

- if within yard limits, only with the Signaller's authority, or
- if outside yard limits, only if the movement is not prohibited at the location, and the rearmost vehicle has not passed the departure end of the platform.

The rearmost vehicle of a train must not be set back beyond the arrival end of the platform.

## **Network Procedures**

*NPR 719 Operating groundframes*

*NPR 721 Spoken and written communication*

## **Effective date**

30 September 2018

train working

## Protecting activities associated with in-service rail traffic

### Purpose

To prescribe the rules for protecting activities associated with in-service rail traffic.

.....

### General

Activities associated with in-service rail traffic may be carried out:

- in a location where rail traffic can be excluded from the affected portions of track, or
- in an existing safe place, or
- in a safe place created using stationary rail traffic.

The protection arrangements specified in this Rule must not be used where a work on track authority is in place.

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#### NOTE

The protection arrangements specified in this Rule are not required if the workers will remain in a safe place.

.....

Activities associated with in-service rail traffic must have a Qualified Worker responsible for:

- ensuring that the activity is assessed for safety and its potential to intrude on the Danger Zone
- if required, being the only point of contact with the Signaller
- if required, being the only point of contact with the Driver or Track Vehicle Operator of rail traffic kept stationary to create a safe place.

train working

## Protecting activities associated with in-service rail traffic



### **WARNING**

The requirement for protection arrangements must be assessed for all lines that need to be accessed to conduct the activity.

One Qualified Worker may work alone when protecting activities associated with in-service rail traffic.

Unless conducting a roll-by inspection, the Qualified Worker must make sure that the associated rail traffic will not be moved until the activity is completed.

Rail traffic may be excluded from an affected portion of track to carry out activities:

- not requiring tools, or
- using:
  - light, non-powered hand tools, or
  - light, battery powered tools or devices, or
  - light, powered hand tools.

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### **Authorisation**

Signallers may authorise protection where rail traffic can be excluded from a portion of track.

If the protection requires more than one Signaller to exclude rail traffic from a portion of track, the affected Signallers must:

- confer to make sure that all points of entry are protected
- nominate an authorising Signaller.

train working

## Protecting activities associated with in-service rail traffic

The Signaller must:

- use a system-generated ASB form, or if that is unavailable, an *NRF 018 Absolute Signal Blocking (ASB)* form to record the protection details
  - issue a unique protection number to the Qualified Worker requesting protection.
- .....

### Requesting Protection

When requesting the protection of activities associated with in-service rail traffic, the Qualified Worker must:

- provide the train number or track vehicle number
- identify the lines on which the protection is required
- nominate the activity location as being:
  - between any two stations, or
  - completely within a nominated dead-end siding, or
  - completely within the limits of a platform.

Platforms must be identified by the station name and platform number.

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#### **NOTE**

Protection of activities associated with in-service rail traffic cannot be temporarily suspended.

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train working

## Protecting activities associated with in-service rail traffic

### Applying protection

The authorising Signaller must make sure that all points of entry into the affected portion of track are protected.

Before allowing the activity to start, the Signaller must make sure, and confirm with the Qualified Worker, that:

- all points of entry into the affected portion of track are protected
- there is no approaching rail traffic between the protection and the identified activity location.

Signallers must not authorise un-signalled movements into the affected portion of track.

.....

### Removing protection

To remove protection, the Qualified Worker must tell the Signaller:

- the train number or track vehicle number
  - the activity location and the unique protection number
  - that workers and their equipment are clear of the Danger Zone.
- .....



#### **NOTE**

Only the Qualified Worker that requested the protection arrangements may speak with the Signaller to request the removal of protection.

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train working

## Protecting activities associated with in-service rail traffic

The Signaller may remove protection only after making sure that:

- the train number or track vehicle number, the activity location and the unique protection number correspond with the details they recorded
  - the track is clear.
- .....



### **NOTE**

If the unique number associated with the protection is not available to remove the protection, the Qualified Worker must provide:

- their name
  - the train number or track vehicle number
  - the name of the line on which protection was requested
  - the activity location.
- .....

### **Keeping records**

Signallers and Qualified Workers must record, in permanent form, the protection details.

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train working

# Protecting activities associated with in-service rail traffic

## Network Procedures

*NPR 750 Protecting activities associated with in-service rail traffic*

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## Effective date

30 September 2018

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work on track

# Absolute Signal Blocking

## Purpose

To prescribe the rules for working in the Danger Zone using Absolute Signal Blocking (ASB).

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## General

ASB excludes rail traffic from a defined portion of track for a specified period.

The Protection Officer must correctly define the nominated worksite location.

The Signaller must identify all protecting signals and points to exclude rail traffic from the nominated worksite location.



### WARNING

If the safety assessment shows that a work on track authority is necessary, work must be carried out using:

- *NWT 302 Local Possession Authority, or*
- *NWT 304 Track Occupancy Authority, or*
- *NWT 306 Track Work Authority.*

ASB may be used if a Protection Officer has assessed that the work to be performed will not:

- involve multiple worksites
- require a work on track authority
- break the track
- alter track geometry or structure.

work on track

## Absolute Signal Blocking

ASB can be used by a single worker, in which case, the worker is also the Protection Officer.

ASB may be used to exclude rail traffic for work:

- not requiring tools, or
- using tools which can be easily and immediately removed from the track by one person and are:
  - light, non-powered hand tools
  - light, battery powered tools or devices
  - light, powered hand tools.

ASB may be used at Network access level crossings, to allow vehicles to cross the track.



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### NOTE

Network access level crossings are defined in *NGE 216 Level crossings*.

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## Authorisation

Signallers may authorise ASB where rail traffic can be excluded from a portion of track.

ASB must not be authorised if the proposed worksite location is within the limits of:

- a Local Possession Authority, or
- a Track Occupancy Authority, or
- the protection arrangements for a Track Work Authority.

work on track

## Absolute Signal Blocking

If the proposed ASB requires more than one Signaller to exclude rail traffic from a portion of track, the affected Signallers must:

- confer to make sure that all points of entry are protected
- nominate an authorising Signaller.

The authorising Signaller must use a system-generated electronic ASB form, or if that is unavailable, an *NRF 018 Absolute Signal Blocking (ASB)* form, to record the ASB details, and issue the protection number to the Protection Officer.

.....

### Protection Officer

At all times there must be a nominated Protection Officer for ASB.

The Protection Officer must:

- be the only person to tell workers about:
  - the locations of safe places
  - the safety measures in place
  - the extent of the area protected.
- be the only person to speak to the Signaller about safety arrangements
- make sure that the protection is in place before work starts.

work on track

## Absolute Signal Blocking

When requesting ASB, the Protection Officer must:

- identify the line name and define the nominated worksite location as being:
  - from one signal to another signal, or
  - from a signal to the end of a terminal line.
- tell the Signaller the planned type of ASB protection.

If the nominated worksite location is on more than one line, the Protection Officer must define the nominated worksite location separately for each line.

Signals used to define the nominated worksite location must be associated with the specific lines and identified by their numbers.

.....

### ASB Protection

Unless otherwise specified in this Rule, rail traffic must be excluded from the nominated worksite location by:

- at least two consecutive controlled absolute signals kept at **STOP** with blocking facilities applied, or
- at least one controlled absolute signal kept at **STOP** with blocking facilities applied, and:
  - removing an ESML/EOL key, or
  - securing points to prevent access, or
  - there being an easily-reached safe place available and providing a Lookout.

work on track

## Absolute Signal Blocking



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### **NOTE**

Unless ASB is suspended or has been ended, rail traffic must not be authorised to enter the ASB worksite location.

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If using Lookouts as part of ASB protection, the Protection Officer must make sure that minimum warning time requirements are satisfied.

Before allowing work to start, the Signaller must make sure and confirm with the Protection Officer that:

- all points of entry into the nominated worksite location are protected
- there is no approaching rail traffic between the protection and the nominated worksite location.

Signallers must not authorise unsignalled movements into the nominated worksite location.

work on track

## Absolute Signal Blocking

### Intermediate sidings

If an intermediate siding is occupied by rail traffic and movements from the siding could enter the nominated worksite location, the points for the siding must be secured by:

- the Protection Officer clipping and locking points, or
- the Signaller applying blocking facilities to points release controls.

If an intermediate siding is unoccupied:

- rail traffic must not be authorised to occupy the siding while ASB is in place
  - protection against movements from the siding is not required.
- .....

### Alternative routes

If the nominated worksite location is protected by two consecutive controlled absolute signals, rail traffic may be authorised to pass the first protecting signal reached by approaching rail traffic only after:

- the Protection Officer has been told about the movement and has confirmed the alternative route
- a set of points has been set and secured to prevent rail traffic from entering the nominated worksite location.

Controlled absolute signals immediately protecting the nominated worksite location must remain at **STOP**.

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work on track

## Absolute Signal Blocking

### Adjacent lines

Protecting signals on adjacent lines may be cleared only for movements that do not allow rail traffic to enter the nominated worksite location.

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### Temporarily suspending ASB

ASB may be temporarily suspended to allow rail traffic movements over the nominated worksite location.

Before temporarily suspending ASB, the Signaller must make sure that:

- the Protection Officer's name, the nominated worksite location and the protection number provided correspond with details of the ASB to be suspended
- the workers and their equipment are clear of the Danger Zone.

The Protection Officer may ask to re-establish ASB, if agreed to by the Signaller and there is no change of:

- the protection arrangements
- the nominated worksite location.

The Signaller must tell the Protection Officer if a new protection number is used.

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work on track

## Absolute Signal Blocking

### Ending ASB

To end ASB, the Protection Officer must tell the Signaller:

- their name, the worksite location and the protection number
- that workers and their equipment are clear of the Danger Zone
- that ESML/EOL keys that were removed have been restored
- that points that were secured are available for use.

The Signaller may end the ASB after making sure that:

- the Protection Officer's name, the nominated worksite location and the protection number correspond with the ASB details
- the track is clear.



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#### **NOTE**

If the protection number is not available to end ASB, the Protection Officer must provide:

- their name
  - the nominated worksite location
  - their contact phone number.
- 

### Keeping records

Signallers and the Protection Officer must record, in permanent form, the ASB details.

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work on track

# Absolute Signal Blocking

## Network Procedures

- NPR 703 Using Absolute Signal Blocking*
  - NPR 711 Using Lookouts*
  - NPR 712 Protecting work from rail traffic on adjacent lines*
  - NPR 751 Calculating Minimum Warning Time*
- .....

## Effective date

20 December 2020

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