

ANSG 614

## Blocking Facilities

### Applicability

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NSW

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SMS

### Publication Requirement

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External Only

### Document Status

Issue/Revision #	Effective from
2.0	11 October 2015

## Purpose

To prescribe the rules for using *blocking facilities* in the *Australian Rail Track Corporation (ARTC) NSW Network*.

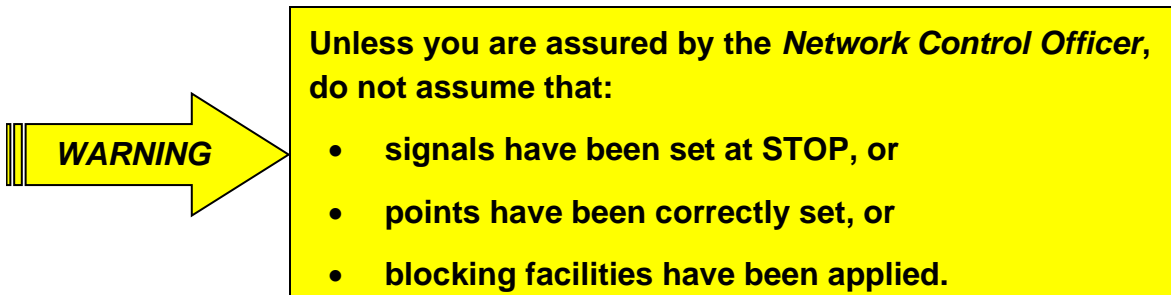
## Principle

Blocking facilities are facilities or devices used by *Qualified Workers* to prevent:

- unintended *issue* of *Proceed Authorities*, or
- signalling or *point* equipment operation.

Unless allowed in these rules:

- equipment with blocking facilities applied *must* not be operated, and
- *Train Controllers* must not issue *Proceed Authorities* for *sections* that *Train Control diagrams* show as blocked out of use.

A yellow warning sign with a black border. On the left, a yellow arrow points to the right with the word "WARNING" in black capital letters. To the right of the arrow, inside a yellow rectangular box with a black border, is the text: "Unless you are assured by the **Network Control Officer**, do not assume that:" followed by a bulleted list: "• signals have been set at STOP, or", "• points have been correctly set, or", and "• blocking facilities have been applied."

**WARNING**

Unless you are assured by the **Network Control Officer**, do not assume that:

- signals have been set at STOP, or
- points have been correctly set, or
- blocking facilities have been applied.

## Management of blocking facilities

Before applying blocking facilities to signals or points, *Signallers* must make sure that affected points are in the correct positions.

## Temporary removal

Blocking facilities *may* be temporarily removed from controls:

- to set a different *route* using the same controls, or
- after safe arrangements have been made, to clear a signal to permit a movement over the blocked route, or
- for maintenance and testing of the signalling equipment, or
- with the agreement of the *Possession Protection Officer* or *Protection Officer* to allow a *work train* or *track vehicle* to enter or exit the limits of a *Local Possession Authority (LPA)* or a *Track Occupancy Authority (TOA)*.

Blocking facilities must be restored to controls as soon as the activity, that required their temporary removal, has been completed.

### Permanent removal

Blocking facilities must be removed from controls when the conditions that required their application no longer exist.

### Recording

Network Control Officers must record, in *permanent form*, the removal and application of blocking facilities:

- for maintenance and testing of signalling equipment, or
- to allow entry to the limits of an LPA or a TOA.

### Unattended locations

Qualified Workers at *unattended locations* must:

- record, in permanent form, application and removal of blocking facilities, and
- tell the Train Controller that blocking facilities have been applied or removed.

### Emergency covers

In *token systems of Safeworking*, only the Train Controller may:

- direct Qualified Workers to apply or remove *emergency covers*, and
- record, in permanent form, application and removal of emergency covers.

If a *staff* cannot be returned to an Electric Staff instrument, the staff must be placed in the satchel attached to the emergency cover.

### Storage

Blocking facilities must be stored ready for use.

### Related ARTC Network Procedures

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NIL

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### Effective Date

11 October 2015