

ANWT 308

# Controlled Signal Blocking

**Applicability**

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NSW

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SMS

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**Publication Requirement**

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External Only

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**Document Status**

Issue/Revision #	Effective from
2.0	11 October 2015

## Purpose

To prescribe the rules for working in the *Danger Zone* using *controlled signal blocking* (CSB) to exclude *rail traffic* from a portion of *track*.

## General

If a safety assessment shows that it is safe, some kinds of work *may* be done in the *Danger Zone* without a *work on track authority*. One method that may be used is controlled signal blocking.



**If the safety assessment shows that a work on track authority is necessary, work *must* not be done using controlled signal blocking.**

**Work on track authorities are prescribed in:**

- ***ANWT 302 Local Possession Authority***
- ***ANWT 304 Track Occupancy Authority***
- ***ANWT 306 Track Work Authority.***

Controlled signal blocking:

- must not be used where a work on track authority is in place, and
- must be applied to *absolute signals* only.

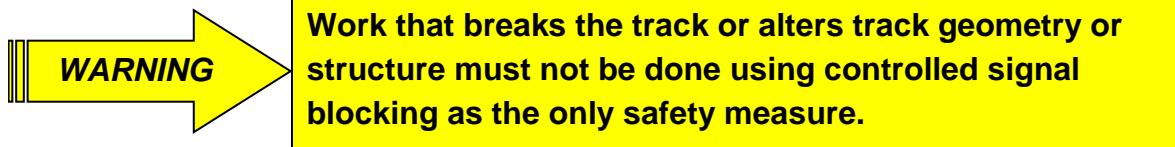
Controlled signal blocking may be used:

- to allow vehicles and livestock to cross the track, or
- for work using *light, powered hand tools*, or
- for work using *light, non-powered hand tools*.

If controlled signal blocking is used to exclude rail traffic from the worksite, one worker may work alone. In this case, that worker is also the *Protection Officer*.

At the request of a Protection Officer, the *Signaller* may *authorise* controlled signal blocking by:

- setting and keeping controlled signals at STOP with *blocking facilities* applied to the signal controls, or
- authorising the removal of an ESML handle to set controlled signals at STOP.



## Protection Officer

There must be a Protection Officer for the period of the work.

A Protection Officer's primary duty is to keep the worksite and workers safe. A Protection Officer must be satisfied that other work will not interfere with protection duties.

A Protection Officer must:

- tell workers about the *locations* of safe places, and the kinds and limits of safety measures in place, and
- be the only person to speak to *Network Control Officers* about safety arrangements.

When authorised, the Protection Officer may remove an ESML handle to exclude rail traffic. The Protection Officer must safeguard the ESML handle.

## Controlled signal blocking

A Signaller may authorise controlled signal blocking only for signals in their area of control.

Before setting controlled signals at STOP, the Signaller must speak to the *Train Controller* about the request to exclude rail traffic.

Before work starts, the Protection Officer must confirm from the Signaller that:

- the controlled signals have been set at STOP with blocking facilities applied, and
- there is no rail traffic approaching the worksite.

Before the Signaller removes the blocking facilities or authorises the return of the ESML handle, the Protection Officer must tell the Signaller that the work area is clear.

## Related ARTC Network Procedures

<b>ANPR 703</b>	Working using controlled signal blocking
<b>ANPR 712</b>	Protecting work from rail traffic on adjacent lines

## Effective Date

11 October 2015