

ASB Worksite Protection for UP Leppington from GL49.0 signal to GL46.8 signal for Routine Network Maintenance Activities

WORK DESCRIPTION	Routine Network Maintenance Activities
WPP NUMBER	SW26C12955
SCOPE	<p>This SWI is applicable for the worksite protection arrangements using ASB concerning routine network maintenance, defect management and repair of assets within the limits specified below and in the attached plan.</p> <p>Work activities include:</p> <ul style="list-style-type: none"> • Routine preventative and corrective work such as inspections and maintenance as appropriate for the type of protection being applied as part of this plan
AUTHORISATIONS:	Protection Officer: Protection Officer Level 1 or higher
SAFETY CONTROLS: Absolute Signal Blocking (ASB) arrangements:	<p>ASB established to exclude rail traffic on the</p> <ul style="list-style-type: none"> • Up Leppington Main between GL 49.0 Signal and GL 46.8 Signal <p>For reference only;</p> <p>The assessed ASB protection for the worksite on the Up & Down Leppington</p> <ul style="list-style-type: none"> • LE22 signal and LE14 signal at STOP with blocking facilities applied on the UP Leppington Loop • LE20 signal and LE12 signal at STOP with blocking facilities applied on the UP Leppington Main • LE10 signal at STOP with blocking facilities applied on the DN Leppington Main • LE8 signal at STOP with blocking facilities applied on the DN Leppington Loop • 200 points and 201 points secured to prevent rail traffic from entering the worksite on the Down Leppington line.
PRESTART REQUIREMENTS:	<p>Protection Officer assessment checklist must be completed before instructions in this SWI are followed. Tools and equipment required:</p> <ul style="list-style-type: none"> • Protection Officer requires a phone to contact the Signaller
FURTHER INFORMATION:	<p>NWT 300 Planning work in the Rail Corridor NWT 308 Absolute Signal Blocking NPR 703 Using Absolute Signal Blocking NGE 200 Walking in the Danger Zone NLA514 Leppington</p>

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Protection Officer assessment checklist		
Protection Officer's name:		Yes (Tick if Yes)
This document has not expired 12 months beyond the issue date.		
On-site safety assessment has been completed and additional hazards and controls recorded on the pre-work briefing (Page 3).		
SWI details and protection arrangements have been reviewed and validated for the assessed worksite location.		
Corridor Safety Number	Protection Officer Signature	Date



Warning:

If an above item does not apply, the Protection Officer must not use this Safe Work Instruction. A new worksite protection plan must be completed in accordance with NRF 014 Worksite Protection Pre-work briefing and NRF 015 Worksite Protection Plan.

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Worksite Protection Plan – Absolute Signal Blocking

1. ASB Request – Protection Officer Details

<input type="text" value="name"/>	<input type="text" value="signature"/>	<input type="text" value="contact no."/>
<input type="text" value="RSW or RIW no."/>	<input type="text" value="designation"/>	Planned Duration <input type="text"/>

Type of work:

2. Worksite Location

On the <input type="text" value="Up Leppington line"/>	from <input type="text" value="GL 49.0 Signal"/>	to <input type="text" value="GL 46.8 Signal"/>
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3. Protection to be used

<input type="text" value="Signal(s) at STOP with blocking facilities applied"/>	<input type="text" value="Points secured"/>
Protection is required from other Signallers at <input type="text" value="Location / panel"/>	<input type="text" value="Location / panel"/>

4. Assurances

All points of entry into the affected portion of track are protected and blocking facilities applied

The last rail traffic to pass the protection was The last known location of rail traffic is

Confirm that there is no rail traffic between the protection and the worksite

5. Authorisation

Authorised by Signaller

Protection Number Notes

6. Temporarily Suspending ASB

Provide the name and worksite location <input type="checkbox"/> Workers and equipment are clear of the Danger Zone <input type="checkbox"/> Provide protection number <input type="checkbox"/>	Provide the name and worksite location <input type="checkbox"/> Workers and equipment are clear of the Danger Zone <input type="checkbox"/> Provide protection number <input type="checkbox"/>	Provide the name and worksite location <input type="checkbox"/> Workers and equipment are clear of the Danger Zone <input type="checkbox"/> Provide protection number <input type="checkbox"/>
ASB suspended at <input type="text"/> hr	ASB suspended at <input type="text"/> hr	ASB suspended at <input type="text"/> hr

7. Re-establish ASB assurances

The worksite location is identical <input type="checkbox"/> All points of entry into the affected portion of track are protected and blocking facilities applied <input type="checkbox"/>	The worksite location is identical <input type="checkbox"/> All points of entry into the affected portion of track are protected and blocking facilities applied <input type="checkbox"/>	The worksite location is identical <input type="checkbox"/> All points of entry into the 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" value="rail traffic ID"/>	The last rail traffic to pass the protection was <input type="text" value="rail traffic ID"/>	The last rail traffic to pass the protection was <input type="text" value="rail traffic ID"/>
The last known location of rail traffic is <input type="text" value="location"/>	The last known location of rail traffic is <input type="text" value="location"/>	The last known location of rail traffic is <input type="text" value="location"/>
There is no approaching rail traffic between the protection and the worksite <input type="checkbox"/>	There is no approaching rail traffic between the protection and the worksite <input type="checkbox"/>	There is no approaching rail traffic between the protection and the 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
Protection No <input type="text"/>	Protection No <input type="text"/>	Protection No <input type="text"/>

8. Ending

Provide name and worksite location Workers and equipment clear of the Danger Zone Provide protection number Ended at

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6. Temporarily Suspending ASB					
Provide the name and worksite location Workers and equipment are clear of the Danger Zone Provide protection number	<input type="checkbox"/>	Provide the name and worksite location Workers and equipment are clear of the Danger Zone Provide protection number	<input type="checkbox"/>	Provide the name and worksite location Workers and equipment are clear of the Danger Zone Provide protection number	<input type="checkbox"/>
ASB suspended at	hr	ASB suspended at	hr	ASB suspended at	hr
7. Re-establish ASB assurances					
The worksite location is identical All points of entry into the affected portion of track are protected and blocking facilities applied	<input type="checkbox"/>	The worksite location is identical All points of entry into the affected portion of track are protected and blocking facilities applied	<input type="checkbox"/>	The worksite location is identical All points of entry into the 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 the protection and the worksite	<input type="checkbox"/>	There is no approaching rail traffic between the protection and the worksite	<input type="checkbox"/>	There is no approaching rail traffic between the protection and the worksite	<input type="checkbox"/>
ASB re-established at	hr	ASB re-established at	hr	ASB re-established at	hr
Protection No		Protection No		Protection No	

Notes

6. Temporarily Suspending ASB					
Provide the name and worksite location Workers and equipment are clear of the Danger Zone Provide protection number	<input type="checkbox"/>	Provide the name and worksite location Workers and equipment are clear of the Danger Zone Provide protection number	<input type="checkbox"/>	Provide the name and worksite location Workers and equipment are clear of the Danger Zone Provide protection number	<input type="checkbox"/>
ASB suspended at	hr	ASB suspended at	hr	ASB suspended at	hr
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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 the protection and the worksite	<input type="checkbox"/>	There is no approaching rail traffic between the protection and the worksite	<input type="checkbox"/>	There is no approaching rail traffic between the protection and the worksite	<input type="checkbox"/>
ASB re-established at	Hr	ASB re-established at	hr	ASB re-established at	hr
Protection No		Protection No		Protection No	

Notes

8. Ending

Provide name and worksite location Workers and equipment clear of the Danger Zone Provide protection number Ended at hr

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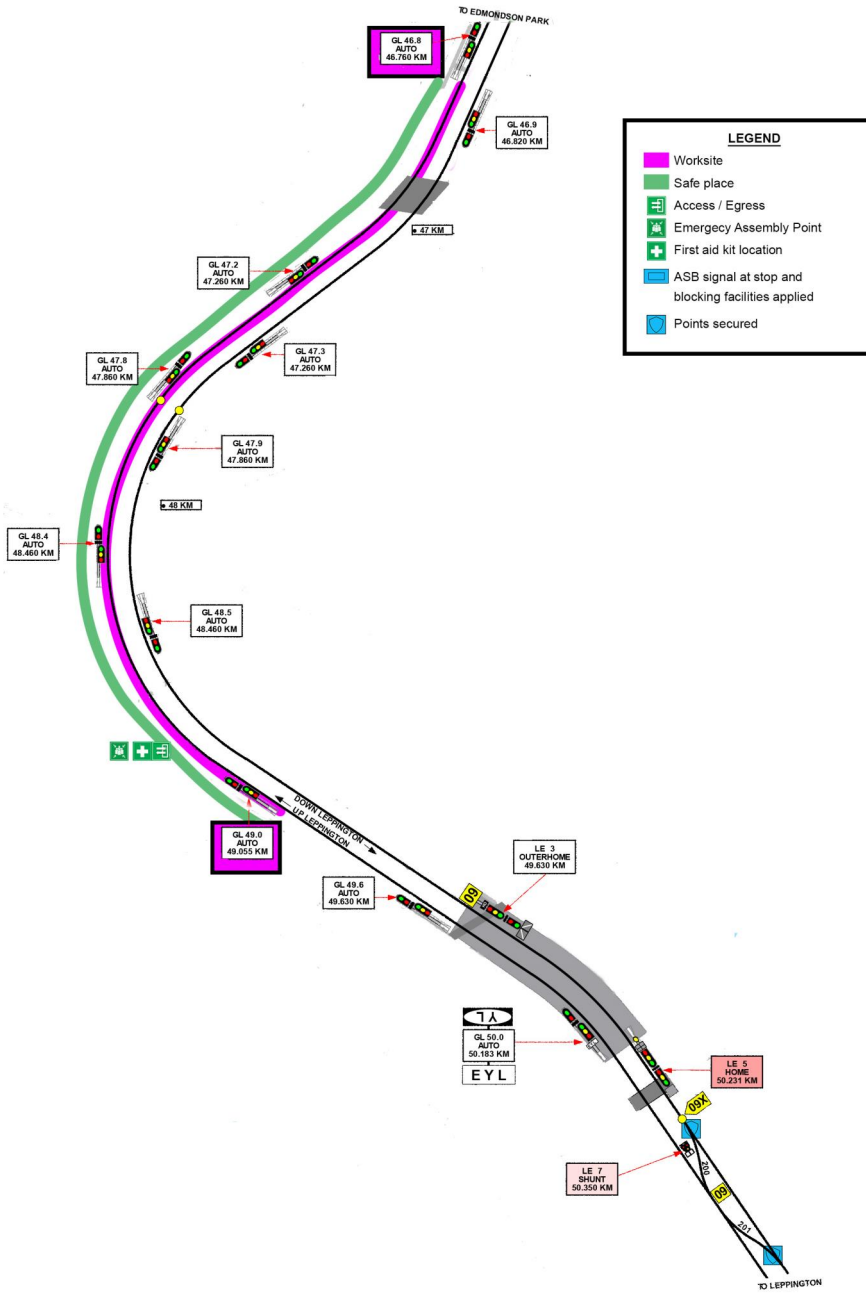
INSTRUCTIONS:	<ol style="list-style-type: none"> 1. Workers enter the rail corridor via access gate as per shown by Image 1 M28 at 48.434 U or Image 2 M28 at 48.294 U 2. The Protection Officer briefs workers on the worksite protection arrangements and the nominated safe place. 3. The Protection Officer contacts the Signaller at Glenfield Panel to request an ASB. 4. After ASB has been authorized. start work within the limits of the nominated worksite location. 5. The Protection Officer instructs workers to move and remain in the safe place when ASB suspension is required. 6. Worker/s immediately move to safe place when warned 7. Repeat steps 4 – 6 until work is completed. 8. Protection Officer contacts the Signaller at Glenfield Panel to end ASB. 9. All workers egress the rail corridor via nearest Access gate
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ADDITIONAL DETAILS	<p>Suspending ASB</p> <p>If the ASB is required to be suspended, the Protection Officer must make sure all workers and equipment are clear of the Danger Zone and are in a safe place before suspending the ASB.</p>
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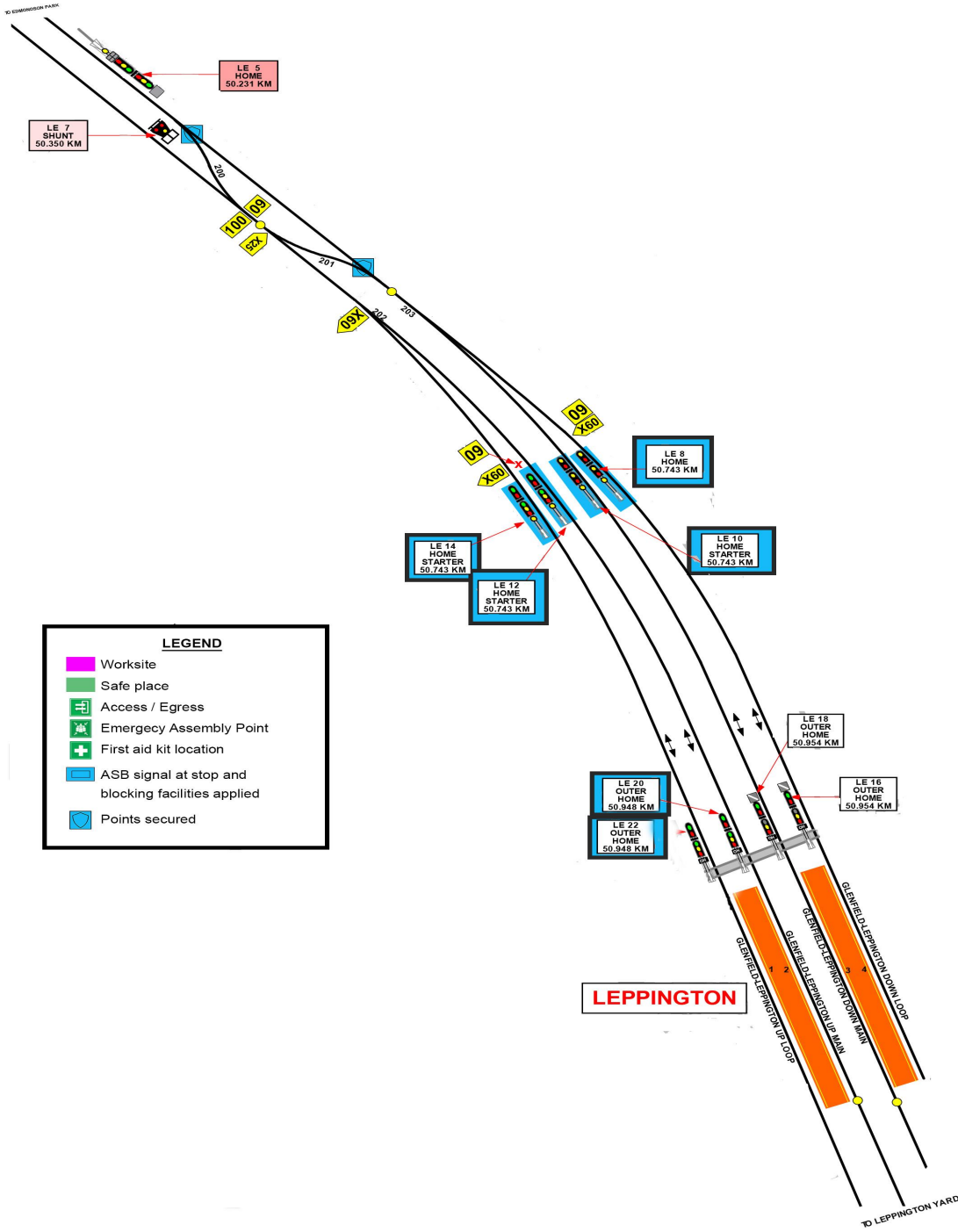
IMAGES:	 <p>Image 1: Access gate M28 at 48.434 Up of (Camden Valley way).</p>	 <p>Image 2: Access gate M28 at 48.294 Up of (Camden Valley way).</p>
	 <p>Image 3: Worksite from the up cess facing country end.</p>	 <p>Image 4: Worksite from the up cess facing city end.</p>

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Diagrams



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LEGEND

- Worksite
- Safe place
- Access / Egress
- Emergency Assembly Point
- First aid kit location
- ASB signal at stop and blocking facilities applied
- Points secured

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