

TWA down Leppington line for Edmondson Park to Leppington


WORK DESCRIPTION	Routine Network Maintenance Activities
WPP NUMBER	SW25D12955
SCOPE	<p>This SWI is applicable for the worksite protection arrangements using TWA for routine network maintenance performed by Southwest maintenance team</p> <p>Work activities may include:</p> <ul style="list-style-type: none"> • Train stop maintenance • Track circuit testing • Points Maintenance • Track Inspection • OHW inspections • KK Testing • Lift and Pack
AUTHORISATIONS:	<p>Protection Officer: Protection Officer Level 3 or higher Hand signallers: Engineering Handsignaller Level 1 or 2.</p>
SAFETY CONTROLS – Track Work Authority (TWA) arrangements:	<p>For work on the Down Leppington line, the worksite is protected by:</p> <p>An outer Handsignaller level 1 or 2 must be placed at 42.555 km on the DN Leppington line. An Inner Handsignaller level 1 or 2 must be placed at 45.055 km on the DN Leppington line.</p> <p>When rail traffic enters the worksite limits from any direction all workers and equipment must stay clear of the Danger Zone until all rail traffic has passed the worksite limits and protection has been replaced.</p>
PRESTART REQUIREMENTS	<p>Protection Officer assessment checklist must be completed before instructions in this SWI are followed.</p> <p>Tools and equipment required:</p> <ul style="list-style-type: none"> • Protection Officer requires a phone to contact the Signaller. <p>Handsignaller Level 1 or 2 require railway track signals, red flags, green flags/lights.</p>
FURTHER INFORMATION	<p><i>NWT 300 Planning work in the Rail Corridor</i></p> <p><i>NWT 306 Track Work Authority</i></p> <p><i>NPR 702 Using a Track Work Authority</i></p> <p><i>NGE 202 Handsignals</i></p> <p><i>NPR 709 Using railway track signals</i></p> <p><i>NPR 712 Protecting work from rail traffic on adjacent lines</i></p> <p><i>NGE 200 Walking in the Danger Zone</i></p> <p><i>NLA 514 Leppington</i></p>

UNCONTROLLED COPY WHEN PRINTED



Protection Officer assessment checklist

Protection Officer's name:		Yes <i>(Tick if Yes)</i>
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.

UNCONTROLLED COPY WHEN PRINTED

Worksite Protection Pre-work Briefing

Briefing date: / /

Protection Officer details

name signature contact no.

Work location:

Scope of work:

Worksite protection: Refer to Worksite Protection Plan for details

Hazards (e.g. environment, plant, equipment, human error)	Controls (to be implemented to eliminate or reduce the risk to the lowest practical level)	Person responsible for Control
Approaching rail traffic	TWA implemented Do not enter the danger zone until the PO confirms the TWA is authorised and protection is in place.	Protection Officer
Adjacent live lines	Designated work and walk areas as per Protection Officer's instructions. All work is to stop, and workers must move to a safe place when warned by Protection Officer.	Protection Officer
Access to / Egress from worksite	Protection Officer will assess and instruct when it is safe for workers to use NGE 200 Walking in the Danger Zone to move to the worksite or Safe Place.	All
Mobile phone distraction	Mobile phone usage is only allowed in the Danger Zone when needed for work purposes. Other than being used for work purposes, mobile phones may be used only in a safe place after informing the Protection Officer.	All

A final site inspection has been conducted immediately before commencing work, and any new hazards and controls have been included.

UNCONTROLLED COPY WHEN PRINTED



Worksite Protection Plan – Track Work Authority

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"/>

Workplace Supervisor details:

Type of work:

Worksite Location

on the	<input type="text" value="Down Leppington"/>	between	<input type="text" value="GL45.5 Signal"/>	and	<input type="text" value="LE 5 Signal"/>
on the	<input type="text"/>	between	<input type="text" value="Signal"/>	and	<input type="text" value="Signal"/>

TWA worksite kilometre location

	<input type="text" value="DN Leppington line"/>	from	<input type="text" value="45.700 km"/>	to	<input type="text" value="50.231km"/>
on the	<input type="text" value="line"/>	from	<input type="text" value="km"/>	to	<input type="text" value="km"/>

Signal protection

<input type="text" value="N/ASig"/>	<input type="text" value="Sig"/>	<input type="text" value="Sig"/>	<input type="text" value="Sig"/>	<input type="text" value="Sig"/>	<input type="text" value="Sig"/>	<input type="text" value="Sig"/>	<input type="text" value="Sig"/>
-------------------------------------	----------------------------------	----------------------------------	----------------------------------	----------------------------------	----------------------------------	----------------------------------	----------------------------------

Handsignaller details

1	<input type="text" value="name"/>	Outer HS at 42.555 KM	<input type="text" value="Sig/km"/>
2	<input type="text" value="name"/>	Inner HS at 45.055 KM	<input type="text" value="Sig/km"/>
3	<input type="text" value="name"/>		<input type="text" value="Sig/km"/>
4	<input type="text" value="name"/>		<input type="text" value="Sig/km"/>
5	<input type="text" value="name"/>		<input type="text" value="Sig/km"/>

Assurances (confirm the details provided by the Signaller)

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

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

Signaller Details

<input type="text" value="name"/>	<input type="text" value="Glenfield Panel"/>	<input type="text" value="location"/>	<input type="text" value="(02)8568 3442"/>	<input type="text" value="Contact no."/>
-----------------------------------	--	---------------------------------------	--	--

Notes

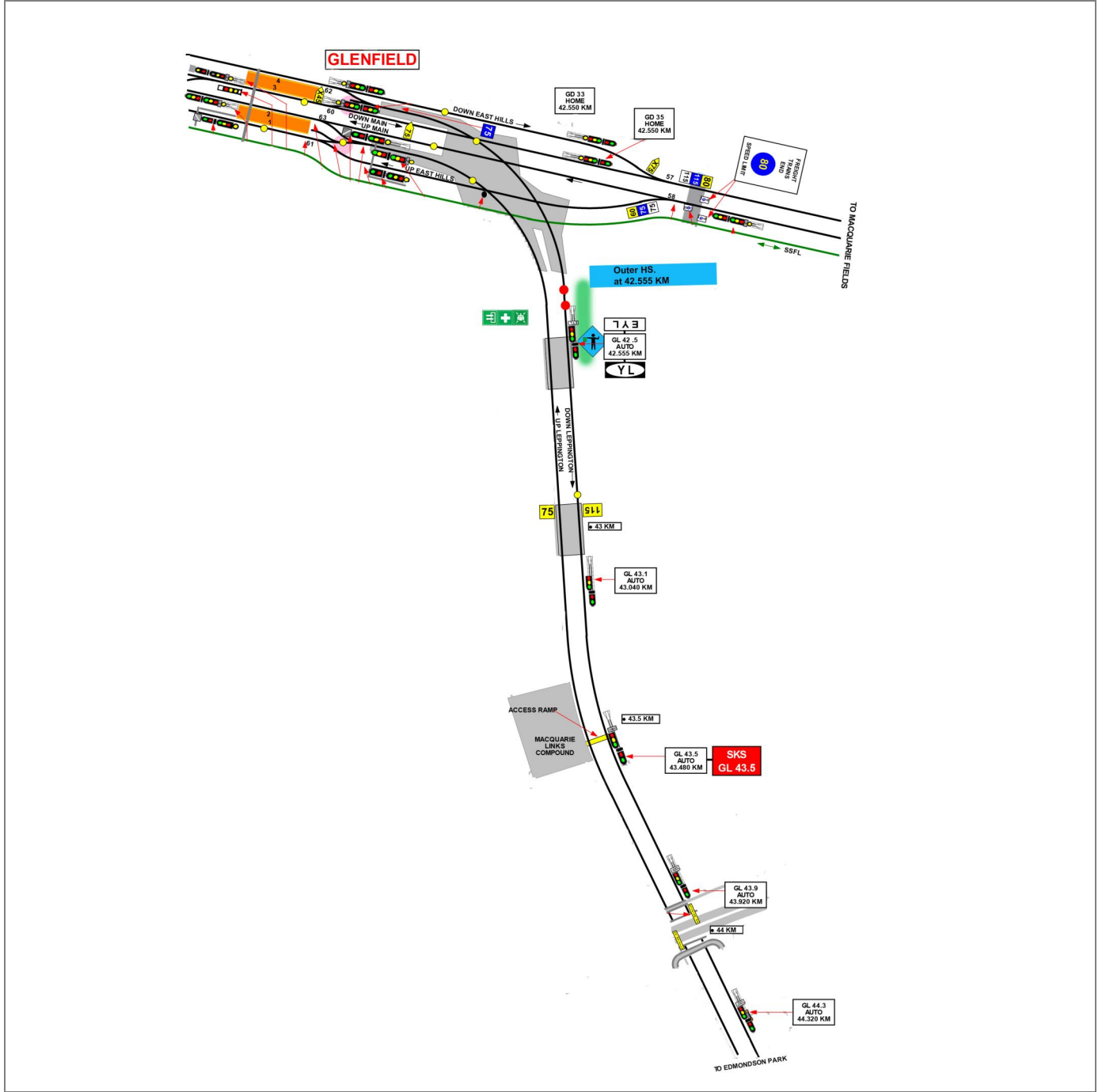
Protection Officer's log, diagrams, notes and detailed instructions are over the next pages. These are to be read and followed as part of this worksite protection plan for Track Work Authority

UNCONTROLLED COPY WHEN PRINTED

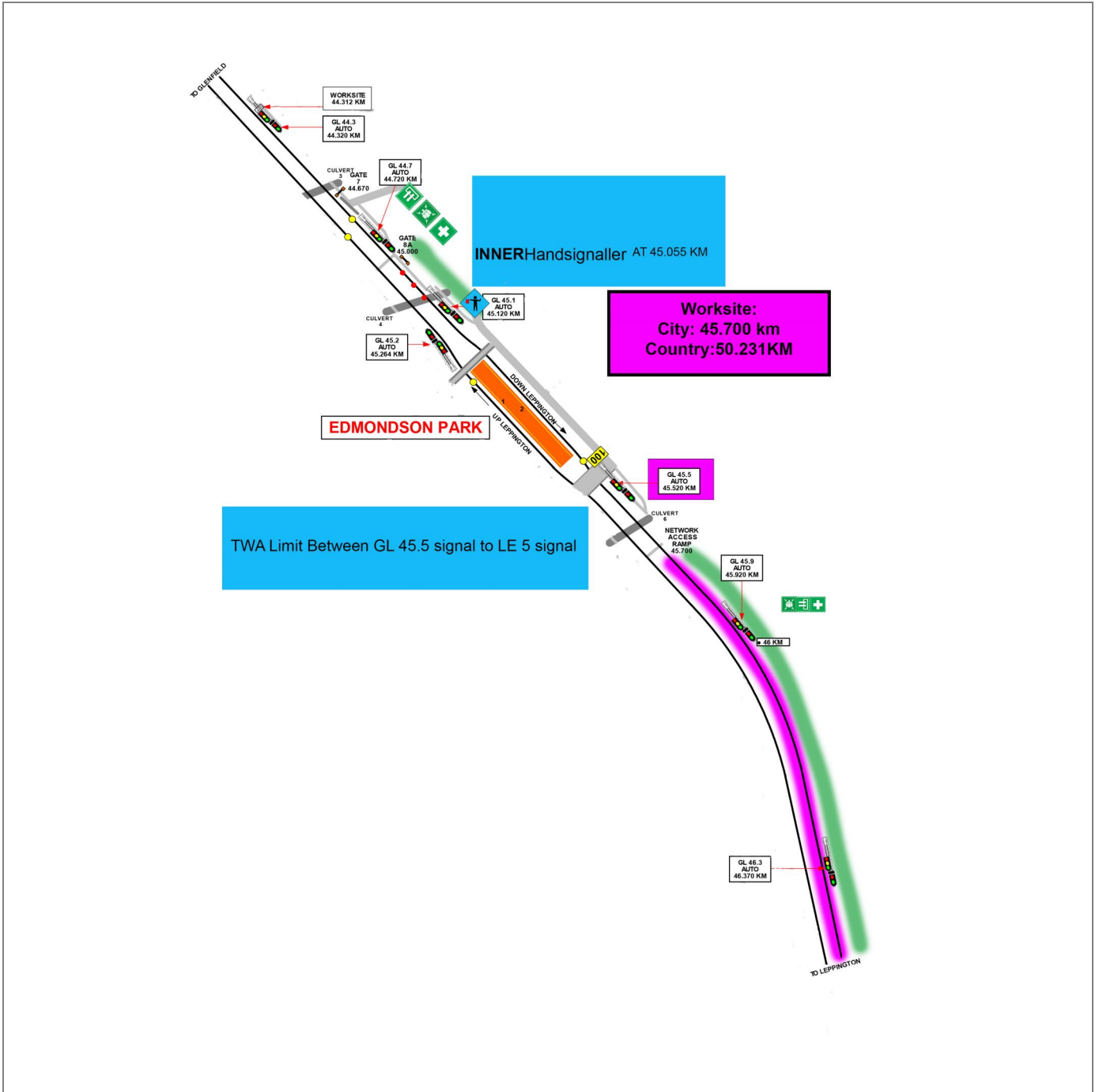
<p>INSTRUCTIONS:</p>	<ol style="list-style-type: none"> 1. Workers enter the rail corridor as per Image 2 of this document. 2. Protection Officer briefs workers on the worksite protection arrangements. 3. Protection Officer places outer HS on the DN Leppington at 42.555 km & the Inner Handsignaller on the DN Leppington line places at 45.055 KM 4. Inner and Outer handsignallers check effective communications with the Protection Officer and confirm to the Protection Officer that effective communication with the Signaller was established. 5. Protection Officer contacts the Signaller Glenfield and requests a TWA. 6. After the TWA is authorised instruct Qualified Workers to: <ol style="list-style-type: none"> a. Outer HS to place 2 RTS on the DN Leppington at 42.555 km b. After the outer HS places his protection c. The inner HS to place 3 RTS on the DN Leppington at 45.055 km 7. The Protection Officer confirms with the Inner Handsignaller that protection has been placed. 8. Workers start working in the Danger Zone. 9. Workers move to a safe place after work is complete. 10. Protection Officer instructs the Inner Handsignaller to remove protection if safe to do so and confirm once removed. 11. The Protection officer instructs the outer HS to remove protection if safe to do so and confirm once removed. 12. Workers egress worksite via ...Henderson RD gate M28 45.518D 13. Protection Officer contacts the Signaller at Glenfield Panel to fulfil the TWA.
<p>ADDITIONAL DETAILS</p>	

UNCONTROLLED COPY WHEN PRINTED

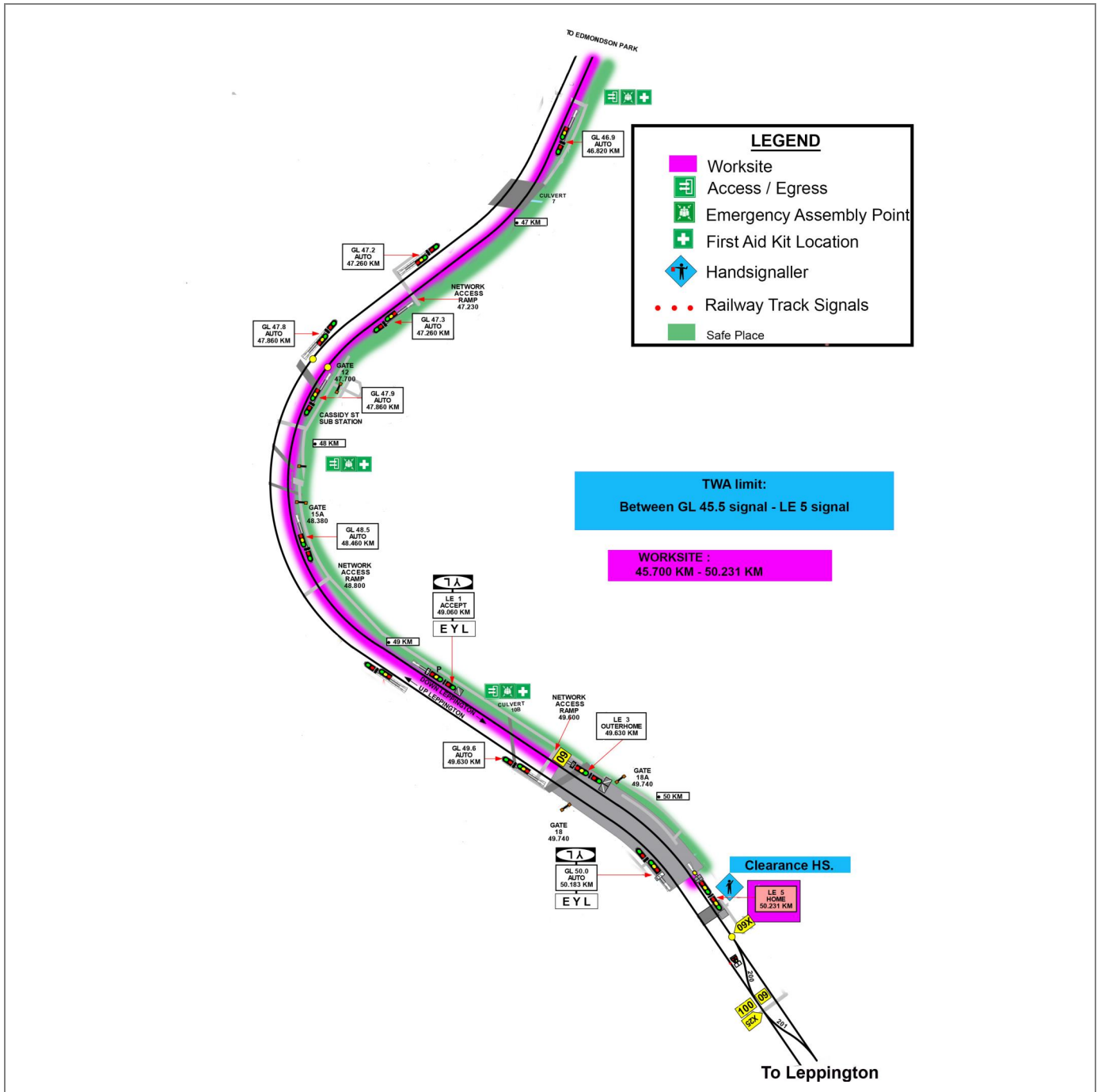
Diagram



UNCONTROLLED COPY WHEN PRINTED



UNCONTROLLED COPY WHEN PRINTED



UNCONTROLLED COPY WHEN PRINTED

**ACCESS/
EGRESS:**

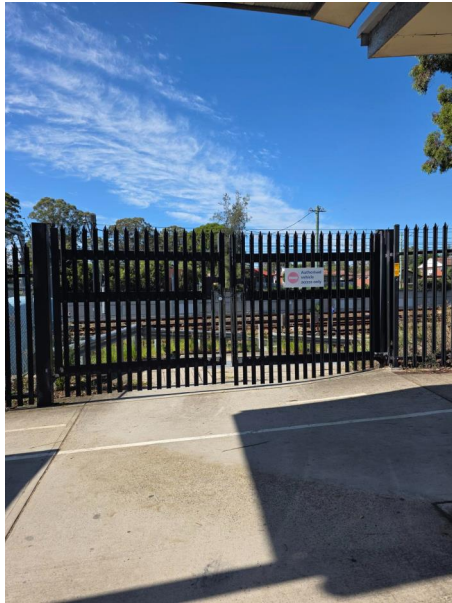


Image 1: Outer HS Access and egress via Railway Parade (Glenfield)
 S 42.080 to protection placed at 42.555 KM



Image 2: Worksite Access /egress via Henderson RD (countryside of Edmondson Park) M28 45.596KM



Image 3: Inner HS Access/egress Via Gula Court (Edmondson Park) M28 45.267 to protection placed at 45.055 KM

**HANDSIGNALLER
LOCATION:**



Image 4: Outer HS Location to protection placed at 42.555KM



Image 5: Inner HS Location to protection placed at 45.055 KM

UNCONTROLLED COPY WHEN PRINTED

