

Worksite Protection for Hornsby Down Sidings Track Inspections and Maintenance

WORK DESCRIPTION	Track Inspections and Maintenance
WPP NUMBER	CN23A2 12769
SCOPE	This SWI is applicable for the worksite protection arrangements within Hornsby Down Sidings. It is only applicable for inspections and maintenance activities performed by the City North team in Hornsby Down Sidings. Work activities include: - Civil Track Inspections and measurements - Track Maintenance - Points Inspections and maintenance
AUTHORISATIONS:	Protection Officer: Protection Officer Level 2 or higher. Placing TOA Protection: Handsignaller Level 1 or higher, or Protection Officer Level 1 or higher.
SAFETY CONTROLS – Track Occupancy Authority (TOA)	The TOA limits are from: Clear of 551 Points to End of Terminal Line on the No. 1 & 2 Down Sidings and Electrical Engineering Siding in Hornsby Yard. Protection is placed at: • Worksite Protection Marker placed adjacent to HY83 Signal (34+320km) • 551 points are clipped and locked in the normal position to prevent unauthorised entry into the TOA
PRESTART REQUIREMENTS:	Protection Officer assessment checklist must be completed before instructions in this SWI are followed. Tools and equipment required: The Protection Officer requires a phone to contact the Signaller. Qualified Workers clipping and locking points require • Qualified Workers placing protection require: ○ 1 x Worksite Protection Markers ○ 1 x Tangential Point Clip ○ 1 x SL locks and 1x SL key
FURTHER INFORMATION:	• NGE 200 Walking in the Danger Zone • NLA 302 Hornsby • NPR 002 Using a Track Occupancy Authority (TOA) Form • NPR 702 Using Track Occupancy Authority • NPR 707 Clipping points • NPR 712 Protecting work from rail traffic on adjacent lines • NRF 002 Track Occupancy Authority (TOA) • NWT 300 Planning work in the Rail Corridor • NWT 304 Track Occupancy Authority

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.

Worksite Protection Pre-work Briefing

Briefing date: / /

Protection Officer details

name	signature	contact no.
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Work location: No.1 Down Siding, No.2 Down North Sidings, No.2 Down South Sidings and Electrical Engineering SidingsScope of work: Worksite protection: TOA 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 practicable level)	Person responsible for Control
Approaching rail traffic	TOA implemented.	Protection Officer
Adjacent live lines	Designated work and walk areas as per Protection Officer's instructions. All work must stop when warned by Protection Officer until rail traffic has passed.	Protection Officer
Mobile phone distraction	Mobile phone usage is only allowed in the Danger Zone when required 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
Placing Protection	Use a spotter when clip and locking 551 points	PO
Bi-directional running	Adjacent line is bi-directional do a risk assessment when a spotter is in place when clip and locking 551 points	PO
Clipping and Locking Points	PO/ Qualified Worker to have a spotter assist whilst clipping and locking points on the Down Relief Line.	PO

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

name _____ signature _____ contact no. _____

Participant acknowledgement

All workers listed below acknowledge that they:

- | | |
|--|--|
| 1. hold the applicable and current Rail Safety Worker Authorisation | 5. understand the limits of the worksite |
| 2. have been briefed on the contents of the Worksite Protection Plan | 6. have been briefed on the contents of the Worksite Protection Plan |
| 3. have been briefed on the risks from adjacent lines and/or worksites | 7. have been shown the worksite protection diagram or map |
| 4. have been briefed on the planned worksite protection | |

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Worksite Protection Plan – Track Occupancy Authority**Signaller details**

name	Hornsby Main Panel	02 9701 1510
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Protection Officer details

name	signature	contact No.
RSW or RIW No.	designation	Planned duration

Workplace Supervisor
details:

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Type of work:

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Worksite location

on the

No.1 Down Siding, No.2 Down North Sidings, No.2 Down South Sidings and Electrical Engineering Sidings

between

Clear of 551 Points

and

End of Terminal Lines

on the

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between

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and

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The following are diagrams, notes and detailed instructions. These are to be read and followed as part of this worksite protection plan for TOA.

INSTRUCTIONS:	1. Workers enter the rail corridor via N00 34.229D in Hornsby Network Base. 2. Protection Officer conducts the worksite protection pre-work briefing. 3. Protection Officer contacts the Signaller at Hornsby Main Panel and requests TOA. 4. Instruct Qualified Workers to place Worksite Protection Markers at 34.320 KM adjacent to HY83 Signal 5. Instruct Qualified Workers to clip and lock 551 points on the down relief to prevent rail traffic entry into the TOA. PO and Qualified worker to make a risk assessment and utilize a spotter prior to clipping and locking points. 6. Protection Officer informs the workplace supervisor that it is safe for work to start. 7. Workers start working. 8. After all work is completed, move all workers and equipment into a safe place. 9. Instruct Qualified Workers to remove Worksite Protection Marker and point clip from the TOA. 10. Workers egress the rail corridor via N00 34.229D in Hornsby Network Base. 11. After all protection is removed, Protection Officer contacts the Signaller Hornsby Main Panel that work is complete, all protection has been removed from the line, workers and equipment are clear of the Danger Zone and if any restrictions have been applied to fulfil the TOA.
ADDITIONAL DETAILS	N/A
Worksite AND ACCESS/ EGRESS:	 Image 1: Access gate N34.289 D within Hornsby Network Base  Image 2: View of Buffer Stop at Country End of Terminal Line for No.1 Down Siding

WORKSITE AND
ACCESS/
EGRESS:



Image 3: View of Buffer Stop at City End of Terminal Line for No.2 Down siding.

TOA LIMITS:



Image 4: 551 Points on the Down Relief

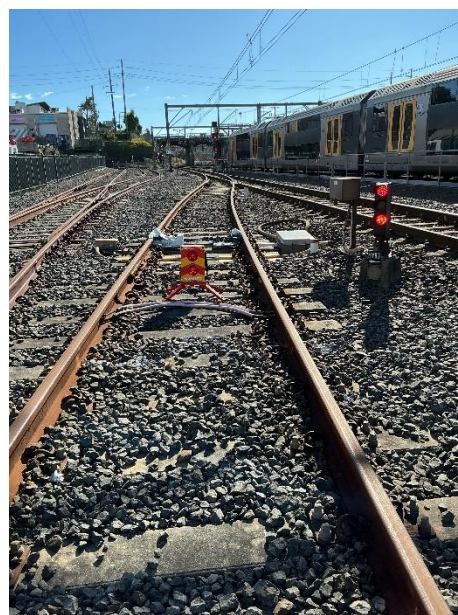


Image 5: WPM Placed adjacent to HY83 Signal on the city side of the Derailer.

POINTS TO BE
CLIPPED AND
LOCKED



Image 6: 551 Points Clipped and locked in the normal position

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Protection Officer's Diary

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