

DOCUMENT NO.	D2022/3710
WORK DESCRIPTION	Routine network maintenance activities – Meeks Road Junction – lookout working (moving worksite)
WPP Number	CS8B 10088
SCOPE:	<p>This SWI is applicable for the worksite protection arrangements using lookout working 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:	<p>Protection Officer: Protection Officer Level 1 or higher</p> <p>Lookout: Engineering Hand signaller Level 1 or higher or Protection Officer Level 1 or higher.</p>
SAFETY CONTROLS – Lookout Working arrangements:	<p>The nominated worksite location for Lookout Working includes all tracks within Meeks Road between 760 Points to CR 711 Signal and Clear of 747 Points.</p> <p>The nominated worksite location for Lookout Working is a moving worksite, where workers are working along the track within the limits of the nominated worksite location up to the where the Lookout is established.</p> <p>As work moves along the track, the Protection Officer must assess the new location and:</p> <ul style="list-style-type: none"> Establish Lookouts as required to watch for approaching rail traffic from all entry points Designate and instruct which safe places the workers are to use as the work is completed along the work route within the worksite limits.
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. Lookouts require a high-visibility arm sleeve and a whistle/horn.
FURTHER INFORMATION:	<p><i>NWT 300 Planning work in the Rail Corridor</i></p> <p><i>NWT 310 Lookout Working</i></p> <p><i>NPR 711 Using Lookouts</i></p> <p><i>NPR 751 Calculating Minimum Warning Time</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>Lookout Working prohibited locations register</i></p> <p><i>NLA 402 Sydenham</i></p>

Safe Work Instruction**Lookout Working Worksite Protection for Meeks Road Junction routine network maintenance activities****Protection Officer assessment checklist**

Protection Officer name:		Yes <i>(Tick if Yes)</i>
This document has not expired 12 months beyond the issue date.		
SWI details and protection arrangements have been reviewed and validated for the assessed worksite location, including: <ul style="list-style-type: none"> On-site safety assessment has been completed for relevancy of works being undertaken The required protection details, environment and tasks are unchanged from the details of this SWI 		
The Protection Officer and Qualified Workers deploying qualifications are current and have practiced in the last 6 months. If not practiced, then a Rail Safety Coach must be contacted for guidance.		
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.

Safe Work Instruction

Lookout Working Worksite Protection for Meeks Road Junction routine network maintenance activities



Worksite Protection Pre-work Briefing

Briefing date: / /

Protection Officer Details

name signature contact No.

Work location: **Meeks Road Junction**

Scope of work: **Routine network maintenance activities**

Worksite protection: **Lookout Working** Refer to Worksite Protection Plan for details

Hazards (e.g. Site specific hazards identified, including physical environment, human errors, plant and equipment)	Controls (to be implemented to eliminate or reduce the risk to the lowest practicable level)	Person responsible for Control
Struck by rail traffic	Lookouts must be trained and competent to perform lookout duties. Lookouts must be rotated if performing lookout for extended periods of time Workers to remain within worksite limits as set out in this procedure. Lookouts must be placed as per protection plan on page 8. Workers are to stop work and move to a safe place immediately on being warned by the lookouts	Protection Officer and Lookout
Live adjacent lines	Lookouts must provide warning to workers when rail traffic is approaching from the adjacent line in either direction.	Protection Officer and Lookout
Two - way running / multiple entry points into worksite	One Lookout placed watching each direction before work starts. Lookouts are to warn workers of approaching rail traffic, including rail traffic entering or travelling within the worksite. Workers are to stop work and move to a safe place.	Protection Officer and Lookout
Obstruction to Minimum Sighting Distance	Lookouts must provide warning to the workers whenever their line of sight is obstructed by passing rail traffic. Workers must stop work and move to a safe place and reassess positioning and method	Protection Officer and Lookout
Adjoining/Surrounding Worksites	Lookouts must have two independent audible warning devices that can be heard by workers over any noise generated by adjoining/surrounding worksites. Lookouts are to provide warning if their line of sight is obstructed by adjoining/surrounding worksites.	Protection Officer and Lookout
Access to / Egress from worksite Slips, trips, falls and hazards carrying equipment	Access and egress points must be agreed prior to entering the danger zone, consideration should be given to ease of access and safest possible entry and exit points. Protection Officer will assess and instruct when it is safe for workers to use <i>NGE 200 Walking in the Danger Zone</i> to move to the worksite or safe place.	All
Mobile phone	Mobile phones use is not permitted in the danger zone unless being used by maintenance staff for critical maintenance communications or recording of defects.	All

Safe Work Instruction

Lookout Working Worksite Protection for Meeks Road Junction routine network maintenance activities



Workplace Supervisor details

name contact No.

Emergency assembly point: Carrington Road SWMS/SWI Ref #:

First Aid kit location: Sydney Trains Vehicles First Aider:

Workplace Supervisor acknowledgement

The Workplace Supervisor acknowledges that all identified WHS and rail safety hazards have the appropriate controls in place to manage and/or eliminate the hazards. Yes [] signature

Participant Acknowledgement

NOTE: Recipients of the briefing are to question the Briefer if they don't understand any part of this briefing.

All workers listed below acknowledge that they:

- 1. have been inducted to the site
2. are free from alcohol and drugs
3. are free from the effects of fatigue
4. hold the applicable and current Rail Safety Worker Authorisation, trade licence and/or induction record e.g. Construction Industry Induction
5. must wear the appropriate Personal Protective Equipment (PPE)
6. have been briefed on the contents of the Worksite Protection Plan
7. have been shown the Worksite Protection Plan diagram
8. understand the kinds and limits of worksite protection in place
9. have been briefed about any new hazards and controls identified during the final site inspection (final site inspection must be conducted immediately before commencing work)

Mark each check box below with a tick [x] if the item applies or a cross [x] if the item does not apply.

- [] have been informed of the requirements of the electrical permit (if required)
[] have been briefed on the SWMS/SWIs/documented safe work practice for the job
[] have been instructed in the controls recorded in this document and SWMS/SWIs
[] have been made aware of any hazardous materials/substances on site
[] have been briefed on Safety Data Sheets (SDS)
[] have been briefed on the WHS Management plan
[] have been briefed on the hazards of adjoining worksites/processes.

Table with 4 columns: Name, Signature, Time of briefing: hh:mm, Amendment briefing: hh:mm and initial. Multiple empty rows for participant entries.

Safe Work Instruction

Lookout Working Worksite Protection for Meeks Road Junction routine network maintenance activities



Worksite Protection Plan – Lookout Working

Signaller details

name Sydenham Panel 02 8568 3430

Protection Officer details

name No. RSW or RIW No. designation Planned duration

Workplace Supervisor details:

Type of work:

Worksite location: On the All tracks within Meeks Road Junction between CR 711 Signal and 747 Points and 760 Points

Worksite Assessment

Has the Lookout Working Prohibited Locations Register been consulted? Yes []

Warning method

Whistle/Horn Voice/Touch

Minimum Warning Time Calculations

Maximum track speed 40 km/h

Number of Lookouts used 2 Position of Lookouts 5.539 km to 6.500 km
Number of additional Lookouts* used 0 Position of Lookouts - km - km

Calculation table for Minimum Warning Time (MWT) showing See Time, Move Time, Safe Time, Track speed, and Minimum Sighting Distance.

Where are the safe places identified for the Lookouts and the workers?

Lookouts: Up and Down cess, designated structures, wide 6 foot and manholes under bridge

Workers: Up and Down cess, designated structures, wide 6 foot and manholes under bridge

Ensure the workers have been briefed about these work details Yes []

Diagrams, notes, and detailed instructions over the next pages. These are to be read and followed as part of this worksite protection plan for Lookout working.

Lookout Working Worksite Protection for Meeks Road Junction routine network maintenance activities

INSTRUCTIONS:

1. Workers enter rail corridor via **access gate M52 6.037 U** off Carrington Street, or via F Frame at XPT service Centre.
2. Protection Officer contacts **Sydenham Panel** and tells the Signaller about the use of Lookout Working on All tracks within Meeks Road Junction.
3. For works between Carrington Road Level crossing and **CR 711 Signal**, follow **steps 5-15**. For works elsewhere in Meeks Road Junction follow **steps 16-18**.
4. Protection Officer briefs workers and lookouts on protection arrangements
5. Protection Officer places Lookouts watching for rail traffic approaching in both directions at the designated locations.
6. Lookout to walk adjacent to Up Goods line through the bridge to **SM 710 Signal** under NGE200.
7. Second lookout stands at **SM 701 Signal**, to watch for approaching trains from the North Folk and the Goods line from Tempe end.
8. Workers start work up to the position of the lookout at **SM 710 Signal**.
9. Workers move to a designated safe place.
10. Lookout at **SM 710 Signal** to relocates to **CR 711 Signal**. Second lookout relocates to **CR 710 Signal** to watch for approaching trains coming from North Folk and Goods Line from Tempe.
11. Workers re-commence work up to the position of the lookout at Signal **CR 711 Signal** and then turn back around and work towards the lookout at **SM 710 Signal**.
12. Workers move to a designated safe place.
13. Lookout at **CR 710 Signal** to relocate to **SM 701 Signal** and lookout at **CR 711 Signal** to relocate back to **SM 710 Signal**
14. Workers to recommence work up to position of the lookout at **SM 701 Signal**.
15. Workers moved to a designated safe place.
16. Re-establish Lookouts at next designated location
17. Workers start work up to designated locations.
18. Workers move to a safe place.
19. Repeat **steps 16 – 18** until work is completed.
20. Recall Lookouts
21. Egress via **M52 6.037 U Carrington Street** gate.
22. Protection Officer contacts the Signaller at **Sydenham Panel** to end Lookout Working.

ADDITIONAL DETAILS

Obstruction to Minimum Sighting Distance

Stabled rail traffic may obstruct the Lookouts minimum sighting distance requirements. When this hazard is identified, workers must stop work and move to a safe place until the Protection Officer makes an assessment and repositions Lookouts to achieve the required Minimum Sighting Distance.

Safe Places under bridge

Manholes are located throughout the underpass. Safe places have limited space for a maximum of 2 people. The Protection Officer must designate which manholes are to be used by whom when the lookout warns of approaching rail traffic.

Multiple entry points

Tracks are to be treated as bidirectional. Lookouts are placed to watch for rail traffic approaching from both directions and all points of entry into the worksite Rail traffic movements on other tracks may also obstruct minimum sighting distance requirements. When this is identified, workers must stop work and move to a safe place until the Protection Officer makes an assessment and repositions Lookouts to achieve the required Minimum Sighting Distance.

ACCESS/
EGRESS

Image 1: View towards Up and Down Goods between level crossing and Bridge



Image 2: Lookout position at SM 701 sig facing both the North Forks and Goods lines



IMAGES:

Image 3: Safe places under the bridge



Image 4: View towards the Bridge at SM710 G sig.



IMAGES:

Image 5: Lookout positioned across from CR711 sig, boundary between Sydney Trains and ARTC. View towards 1 and 2 Platforms Marrickville



Diagram 1



