

Lookout Working Worksite Protection for Up and Down Homebush Bay East Fork lines routine network maintenance activities

DOCUMENT NO.	D2022/4438		
WORK DESCRIPTION	Routine network maintenance activities – Up and Down Homebush Bay East Fork lines (lookout working)		
WPP Number	CW8B 10252	SAP Code	RWPP 5008
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. <p>for work on the:</p> <p>Up and Down Homebush Bay East Fork lines between ST313 DHBE Signal and ST814 Signal.</p>		
AUTHORISATIONS:	Protection Officer: Protection Officer Level 1 or higher		
SAFETY CONTROLS – Lookout Working arrangements:	<p>The nominated worksite location for Lookout Working includes the Up and Down Homebush Bay East Fork lines between ST313 DHBE Signal and ST814 Signal.</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 2 Lookouts to watch both directions 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. Workers must move into a safe place upon a Lookout providing warning regardless of which line the rail traffic is approaching on. 		
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>NGE 200 Walking in the Danger Zone</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>Lookout Working Prohibited Locations Register</i></p>		

Safe Work Instruction**Lookout Working Worksite Protection for Up and Down Homebush Bay East
Fork lines routine network maintenance activities****Protection Officer assessment checklist**

Protection Officer's name:		Yes (Tick if Yes)
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.

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Worksite Protection Pre-work Briefing

Briefing date: / /

Protection Officer details

name signature contact No.

Work location:

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
<ul style="list-style-type: none"> Approaching rail traffic 	<p>Lookouts must be trained and competent to perform lookout duties.</p> <p>Lookouts must be rotated if performing lookout for extended periods of time</p> <p>Workers to remain within worksite limits as set out in this procedure.</p> <p>Lookouts must be placed as per the protection plan attached to this document. .</p> <p>Workers are to stop work and move to a safe place immediately on being warned by the lookouts</p>	<p>Protection Officer and Lookout</p>
<ul style="list-style-type: none"> Live adjacent lines 	<p>Lookouts must provide warning to workers when rail traffic is approaching from the adjacent line in either direction.</p>	<p>Protection Officer and Lookout</p>
<p>Two - way running / multiple entry points into worksite</p>	<p>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.</p>	<p>Protection Officer and Lookout</p>
<p>Obstruction to Minimum Sighting Distance</p>	<p>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</p>	<p>Protection Officer and Lookout</p>
<p>Adjoining/Surrounding Worksites</p>	<p>Lookouts must have two independent audible warning devices that can be heard by workers over any noise generated by adjoining/surrounding worksites.</p> <p>Lookouts are to provide warning if their line of sight is obstructed by adjoining/surrounding worksites.</p>	<p>Protection Officer and Lookout</p>
<p>Access to / Egress from worksite</p> <p>Slips, trips, falls and hazards carrying equipment</p>	<p>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.</p> <p>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.</p>	<p>All</p>

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Worksite Protection Plan – Lookout Working

Signaller details

name [] Flemington Panel [] 02 9701 1551 []

Protection Officer details

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

Workplace Supervisor details: []

Type of work: Routine network maintenance activities []

Worksite Location
On the Up Homebush Bay East Fork line []
Down Homebush Bay East Fork line []
between ST313 DHBE Signal [] and ST814 Signal []

Worksite Assessment

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

Warning method

Horn/Hooter [] Whistle [] Voice/Touch []

Minimum Warning Time Calculations

Maximum track speed 40 km/h []
Number of Lookouts used 2 [] Position of Lookouts 14.861 km [] to 15.974 km []
Number of additional Lookouts* used - [] Position of Lookouts km [] km []

Note - Lookouts are relocated to positions within these KMs as workers move along the worksite.

Table showing MWT calculation: See Time (S) + Move Time (M) + Safe Time = Minimum Warning Time (MWT). Includes columns for Track speed and Minimum Sighting Distance as calculated.

Note – Additional MWT calculations can be recorded in the Protection Officer's Diary.

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

Lookouts: Pre-identified Cess []

Workers: Pre-identified Cess []

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

Diagrams, notes and detailed instructions of Sections 1 and 2 are over the next pages. These are to be read and followed as part of this worksite protection plan for Lookout Working.

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INSTRUCTIONS:	<ol style="list-style-type: none"> 1. Workers enter the rail corridor via the access gate M78 14.700U at the Old Depot on Courallie Ave. 2. Protection Officer briefs workers about the worksite protection arrangements. 3. Protection Officer contacts Flemington Panel and tells the Signaller about the use of Lookout Working. 4. Workers walk in the Danger Zone to the worksite under the Protection Officer’s instructions. 5. Protection Officers establishes Lookouts, watching for rail traffic from both directions in accordance with Images 1 to 10 below. 6. Workers start work, up to the Lookout locations. 7. Workers move to a safe place, Lookouts re-established as required from Images 1 to 10. If required, establish Lookouts to warn workers working between ST 338 Signal and ST 814 Signal. 8. Repeat steps 6 -7 until work is complete. 9. Workers move to a safe place 10. Protection Officer recalls Lookouts and makes sure everyone is in a safe place. 11. All workers exit the rail corridor by egressing through the exit gate at Pipitah via Access/Egress gate off Parramatta Road. 12. Protection Officer contacts the Signaller at Flemington Panel to end Lookout Working
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ADDIOTNAL DETAILS	<p><u>Two-way running</u></p> <p>Rail traffic movements can occur in any direction at any time.</p> <p>A Lookout is established for each direction of rail traffic approach and must provide warning for any rail traffic approach.</p> <p>Workers must move into a safe place upon a Lookout providing warning regardless of which line the rail traffic is approaching on.</p>
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LOOKOUTS	 <p>Image 1: Lookout standing at Stanchion F14+861 looking towards Flemington Station</p>	 <p>Image 2: Lookout position at Stanchion F14+946 looking towards Olympic Park</p>
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LOOKOUTS
CONT.



Image 3: Lookout standing at Stanchion F14+946 looking towards Flemington Station



Image 4: Lookout position next to ST333 Signal looking towards Olympic Park



Image 5: Lookout position next to ST333 Signal looking towards Flemington Station



Image 6: Lookout position at Stanchion HB15+242 looking towards Olympic Park



Image 7: Lookout standing at Stanchion HB15+242 looking towards Flemington Station



Image 8: Lookout standing at Stanchion HB15+354 looking towards Olympic Park

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Image 9: Lookout standing at Stanchion HB15+354 looking towards Flemington Station



Image 10: Lookout position at ST338 Signal looking towards Olympic Park

ACCESS /
EGRESS AND
EMERGENCY
ASSEMBLY
POINT

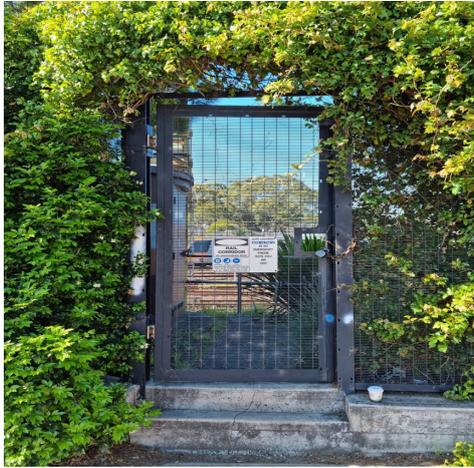


Image 11: Access gate M78 14.700 U, Courallie Ave



Image 12: Access/Egress gate at Pipita off Parramatta Rd. (No Gate Number)

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Diagram

