

ASB Worksite Protection for Glenfield Routine Network Maintenance Activities

DOCUMENT NO.	D2023/5466
WORK DESCRIPTION	Routine network maintenance activities
WPP Number	SW19C 15081
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"> Down East Hills Line between GD 5 Signal and GD 11 Signal. <p>For reference only.</p> <p>The assessed ASB protection is:</p> <ul style="list-style-type: none"> GD 1 and GD 5 Signals at STOP with blocking facilities applied on the Down East Hills Line GD 7 Signal at stop with blocking facilities applied on the Down Main South Line. 50 points and 53 points secured to prevent rail traffic from entering the worksite on the Down Main South Line.
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.
FURTHER INFORMATION:	<p>NWT 300 Planning work in the Rail Corridor</p> <p>NWT 308 Absolute Signal Blocking</p> <p>NPR 703 Using Absolute Signal Blocking</p> <p>NGE 200 Walking in the Danger Zone</p> <p>NLA 510 - Sydenham to Glenfield</p>

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.

- on-site safety assessment has been completed for relevancy of works being undertaken and additional hazards and controls recorded on the pre-work briefing.
- 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:

Worksite protection: 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
Approaching rail traffic	Implement ASB as per Network Rules and Procedures. Workers to remain within worksite limits. Workers are to stop work and move to a safe place immediately on being warned by the Protection Officer.	Protection Officer
Adjacent live lines	Designated work and walk areas as instructed by the Protection Officer. Workers must remain within the ASB nominated worksite location limits whilst work is being performed.	Protection Officer
Access to / Egress from worksite	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 and from the worksite or safe place.	All
Mobile phone distraction	Mobile phone usage is not allowed in the Danger Zone without prior consent of the Protection Officer.	All

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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 from to

3. Protection to be used

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

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"/>	Provide the name and worksite location <input type="checkbox"/>	Provide the name and worksite location <input type="checkbox"/>
Workers and equipment are clear of the Danger Zone <input type="checkbox"/>	Workers and equipment are clear of the Danger Zone <input type="checkbox"/>	Workers and equipment are clear of the Danger Zone <input type="checkbox"/>
Provide protection number <input type="checkbox"/>	Provide protection number <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"/>	The worksite location is identical <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"/>	All points of entry into the affected portion of track are protected and blocking facilities applied <input type="checkbox"/>	All points of entry into the affected portion of track are protected and blocking facilities applied <input type="checkbox"/>
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 Number <input type="text"/>	Protection Number <input type="text"/>	Protection Number <input type="text"/>

Notes

8. Ending

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

8. Ending

6. Temporarily Suspending ASB

Provide the name and worksite location	<input type="checkbox"/>	Provide the name and worksite location	<input type="checkbox"/>	Provide the name and worksite location	<input type="checkbox"/>
Workers and equipment are clear of the Danger Zone	<input type="checkbox"/>	Workers and equipment are clear of the Danger Zone	<input type="checkbox"/>	Workers and equipment are clear of the Danger Zone	<input type="checkbox"/>
Provide protection number	<input type="checkbox"/>	Provide protection number	<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"/>	The worksite location is identical	<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"/>	All points of entry into the affected portion of track are protected and blocking facilities applied	<input type="checkbox"/>	All points of entry into the affected portion of track are protected and blocking facilities applied	<input type="checkbox"/>
The last known location of rail traffic is	<input type="text"/> location	The last known location of rail traffic is	<input type="text"/> location	The last known location of rail traffic is	<input type="text"/> 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 Number	<input type="text"/>	Protection Number	<input type="text"/>	Protection Number	<input type="text"/>

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INSTRUCTIONS:

1. Workers enter the rail corridor via access gate **M25 32.191 D**.
2. Protection Officer briefs workers about the worksite protection arrangements.
3. Protection Officer contacts the Signaller at Glenfield Panel to request ASB.
4. After ASB has been authorised, start work within the limits of the nominated worksite location.
5. After work is complete, workers move to a safe place.
6. Protection Officer contacts the Signaller at Glenfield Panel to end ASB.
7. Repeat steps 4 – 6 until work is complete.
8. All workers egress the rail corridor via access gate **M25 32.191 D**.

ADDITIONAL DETAILS

Suspending ASB

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.

IMAGES:



Image 1 View of worksite towards Casula station



Image 2: View of worksite towards Glenfield station



Image 3: access gate **M25 32.191 D**

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Diagram Glenfield



