

<b>DOCUMENT NO.</b>	D2023/10030		
<b>WORK DESCRIPTION</b>	Routine Maintenance Activities		
<b>WPP Number</b>	CC15C 1001	<b>SAP Code</b>	
<b>SCOPE:</b>	<p>This SWI is applicable for the worksite protection arrangements using ASB concerning routine signals maintenance, defect management and repair of signalling assets within the limits specified below and in the attached plan.</p> <p>Work activities include:</p> <ul style="list-style-type: none"> <li>Routine preventative and corrective work such as inspections and maintenance of signalling infrastructure and assets as appropriate for the type of protection being applied as part of this plan.</li> </ul>		
<b>AUTHORISATIONS:</b>	<p><b>Protection Officer:</b></p> <ul style="list-style-type: none"> <li>Protection Officer Level 1 or higher.</li> </ul>		
<b>SAFETY CONTROLS - Absolute Signal Blocking (ASB) arrangements:</b>	<p>Absolute Signal Blocking on the <b>Up Main line</b> is at a fixed worksite location from <b>HR112UM Signal</b> to <b>HR109UM Signal</b>.</p> <p><i>For reference only.</i> The assessed ASB protection is:</p> <ul style="list-style-type: none"> <li><b>HR118UM, HR112UM, HR109UM, HR103UM Signals</b> at stop with blocking facilities applied.</li> </ul> <p>Absolute Signal Blocking on the <b>Down Main line</b> is at a fixed worksite location from <b>HR107DM Signal</b> to <b>HR110DM Signal</b>.</p> <p><i>For reference only.</i> The assessed ASB protection is:</p> <ul style="list-style-type: none"> <li><b>HR101DM, HR107DM, HR110DM, HR116DM Signals</b> at stop with blocking facilities applied.</li> </ul>		
<b>PRESTART REQUIREMENTS:</b>	<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"> <li>Protection Officer requires a phone to contact the Signaller.</li> </ul>		
<b>FURTHER INFORMATION:</b>	<p>NWT 300 Planning work in the Rail Corridor</p> <p>NWT 308 Absolute Signal Blocking</p> <p>NPR 703 Using Absolute Signal Blocking NPR 711 Using Lookouts</p> <p>NPR 712 Protecting work from rail traffic on adjacent lines</p> <p>NGE 200 Walking in the Danger Zone</p> <p>NLA 310 Hornsby – Gosford</p>		

## Protection Officer assessment checklist

Protection Officer's name:		Yes (Tick if Yes)
This document is still current at the time of its application? (up to 12 months from the document issue date)		
SWI details and protection arrangements have been reviewed and validated for the assessed worksite location, including: <ul style="list-style-type: none"> <li>On-site safety assessment has been completed for relevancy of works being undertaken</li> <li>The required protection details, environment and tasks are unchanged from the details of this SWI</li> </ul>		
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.*

**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
<ul style="list-style-type: none"> <li>Struck by rail traffic</li> </ul>	ASB implemented. Workers must move to a safe place when ASB is suspended for either line.	Protection Officer
<ul style="list-style-type: none"> <li>Multiple entry points into worksite</li> </ul>	ASB implemented	Protection Officer
<ul style="list-style-type: none"> <li>Access to / Egress from worksite</li> <li>Slips, trips, falls and hazards carrying equipment</li> </ul>	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
<ul style="list-style-type: none"> <li>Mobile phone</li> </ul>	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
<ul style="list-style-type: none"> <li>Electrical infrastructure</li> </ul>	Electrical infrastructure is to be treated as live and workers must maintain a safe approach distance as instructed by the Protection Officer or Workplace Supervisor.	Protection Officer and Workplace Supervisor



**Worksite Protection Plan – Absolute Signal Blocking**

**Signaller Details**

<input type="text" value="name"/>	<b>Hornsby North Signal Box</b>	<b>02 9701 1513</b>
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**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: **Routine signals maintenance activities**

**2. Worksite Location**

On the <b>Up Main Line</b>	from <b>HR112 UM Signal</b>	to <b>HR109 UM Signal</b>
On the <b>Down Main line</b>	from <b>HR107 DM Signal</b>	to <b>HR110 DM Signal</b>

**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(s) 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  **Hornsby North Signal Box**  / /

Protection Number <input type="text"/>	Notes <input type="text"/>
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**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"/>

**8. Ending**

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

**ASB Worksite Protection for Boronia routine signals maintenance**

**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

**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
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
Protection Number	<input type="text"/>		Protection Number	<input type="text"/>	

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

**7. Re-establish ASB assurances**

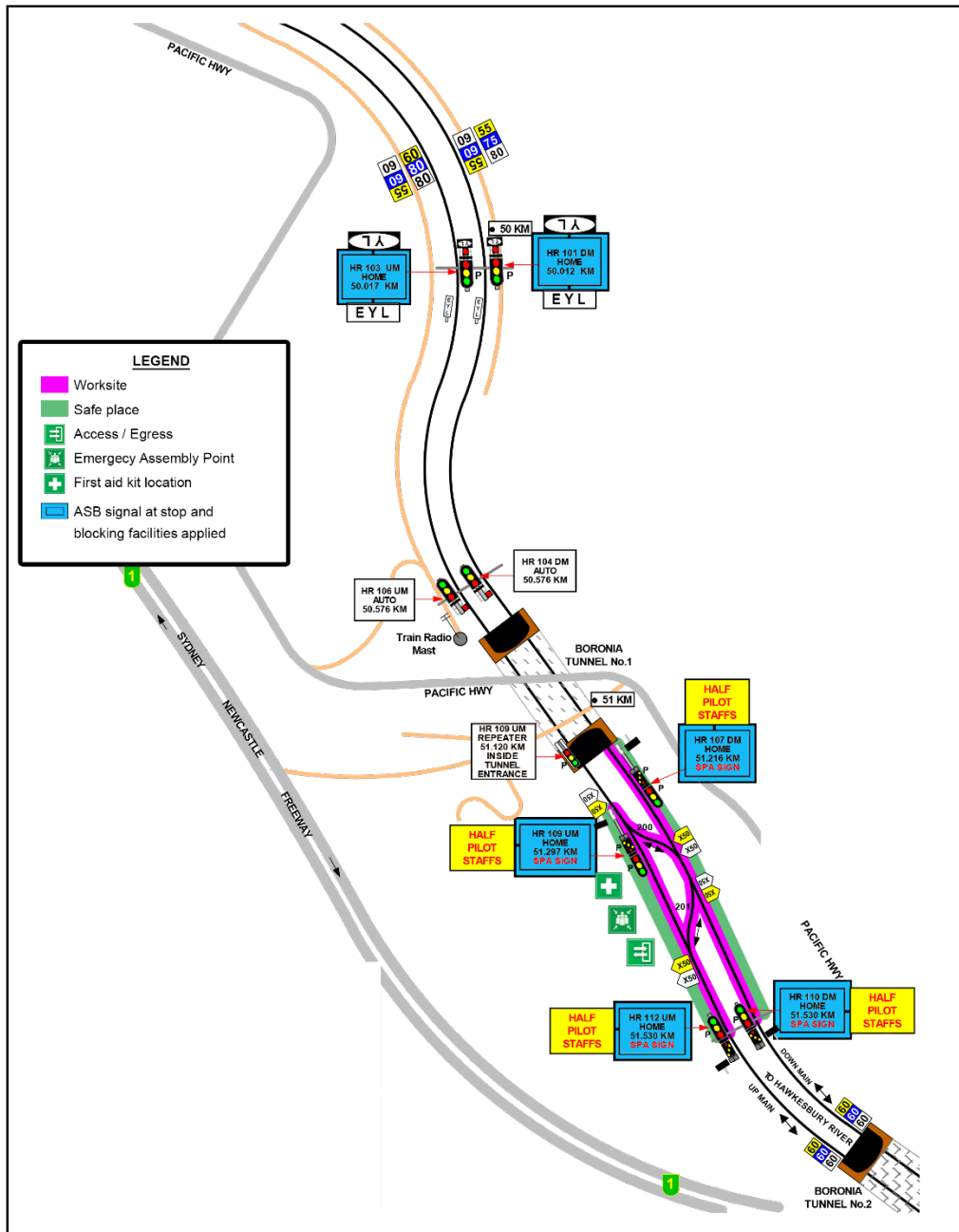
The worksite location is identical	<input type="checkbox"/>	The worksite location is identical	<input type="checkbox"/>	The worksite location is identical	<input type="checkbox"/>
All points of entry into the affected portion of track are protected and blocking facilities applied	<input type="checkbox"/>	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
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
Protection Number	<input type="text"/>		Protection Number	<input type="text"/>	

Notes

**ASB Worksite Protection for Boronia routine signals maintenance**

<b>INSTRUCTIONS:</b>	<ol style="list-style-type: none"> <li>1. Workers enter corridor via gate <b>N00 50.930 D</b> on Pacific Highway, Cowan.</li> <li>2. Protection Officer briefs workers about the worksite protection arrangements.</li> <li>3. Protection Officer contacts the Signaller at Hornsby North Signal Box and requests ASB.</li> <li>4. Workers remain in safe place until Protection Officer informs all protection is in place.</li> <li>5. After the ASB is authorised workers start work.</li> <li>6. Workers move to safe place after work is complete.</li> <li>7. Protection Officer contacts the Signaller at Hornsby North Signal Box to end ASB.</li> <li>8. Workers exit workplace via gate <b>N00 50.930 D</b> on Pacific Highway, Cowan.</li> </ol>
<b>ADDITIONAL DETAILS</b>	<p><u>Suspending ASB</u></p> <p>When ASB is suspended, workers must clear the worksite on both lines and move to a safe place regardless of which line rail traffic is approaching on.</p> <p>Workers must not enter the Danger Zone until the ASB has been established on both lines.</p>

ASB Diagram



Continued

