

Worksite Protection for Berowra track inspections

DOCUMENT NO.	D2020/22561		
WORK DESCRIPTION	Track inspections on 51, 52 and 53 points at Berowra		
WPP Number	CN1BC 10002	SAP Code	RWPP 3001
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 track and civil 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: Handsignaller Level 1 or higher, Protection Officer Level 1 or higher.</p>		
SAFETY CONTROLS – Lookout Working arrangements:	<p>Lookout Working on the Up Main line is a fixed worksite location at 52 points. A Lookout is placed on Berowra Platform 1 at 44.636km for Up direction rail traffic on the Up Main.</p> <p>Workers must move into a safe place if the ASB is suspended.</p>		
Absolute Signal Blocking (ASB) arrangements:	<p>Absolute Signal Blocking on the Down Main and Refuge Loop is at a fixed worksite location from B3 Signal to 28.5 Signal.</p> <p><i>For reference only;</i></p> <p>The worksite is protected by:</p> <ul style="list-style-type: none"> B1 Signal and B3 Signal at STOP with blocking facilities applied on the Down Main B5 Signal at STOP with blocking facilities applied and 52 points secured to prevent access to the worksite on the Up Main 		
PRESTART REQUIREMENTS:	<p>Protection Officer assessment checklist must be completed before instructions in this SWI are followed. 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 two horns. 		
FURTHER INFORMATION:	<p>References</p> <p><i>NWT 300 Planning work in the Rail Corridor</i></p> <p><i>NWT 310 Lookout Working</i></p> <p><i>NWT 308 Absolute Signal Blocking</i></p> <p><i>NPR 703 Using Absolute Signal Blocking</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>		

Worksite Protection for Berowra track inspections

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.

Worksite Protection for Berowra track inspections

Worksite Protection Pre-work Briefing

Briefing date: / /

Protection Officer details

<input type="text"/> name	<input type="text"/> signature	<input type="text"/> contact No.
---------------------------	--------------------------------	----------------------------------

Work location:

Scope of work: **Track inspections and maintenance**

Worksite protection: Lookout working and ASB 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"> Struck by 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
<ul style="list-style-type: none"> Live adjacent lines 	Protection Officer's pre work brief contains designated work and walk area instructions. All work must stop when warned by Protection Officer until rail traffic has passed.	Protection Officer
<ul style="list-style-type: none"> 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
<ul style="list-style-type: none"> 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
<ul style="list-style-type: none"> Adjacent live lines 	Designated work and walk areas as per Protection Officer's instructions. All workers must stop work and moved to a safe place when warned by the Lookout and/ or Protection Officer	Protection Officer
<ul style="list-style-type: none"> Multiple entry points into worksite 	ASB implemented	Protection Officer

Worksite Protection for Berowra track inspections

Workplace Supervisor Details

<input type="text"/> name		<input type="text"/> contact No.	
Emergency assembly point:	<input type="text"/>	SWMS/SWI Ref #:	<input type="text"/>
First aid kit location:	<input type="text"/>	First aider:	<input type="text"/>

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

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

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

Name	Signature	Time of briefing: hh:mm	Amendment briefing: hh:mm and initial

Worksite Protection for Berowra track inspections

Worksite Protection Plan – Lookout Working

Signaller Details

name	Hornsby North Panel	02 9701 1513
------	---------------------	--------------

Protection Officer Details

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

Workplace Supervisor details:

Type of work:

Worksite location		
On the	<input type="text" value="Up Main"/>	
between	<input type="text" value="B8 Signal"/>	and <input type="text" value="B5 Signal"/>

Worksite Assessment

Has the Lookout Working Prohibited Locations Register been consulted? Yes

Warning method

<input type="text" value="Horn"/>	<input type="text" value="Other"/>
-----------------------------------	------------------------------------

Minimum Warning Time Calculations

Maximum track speed

Number of Lookouts used Position of Lookouts to

Number of additional Lookouts* used Position of Lookouts to

2 sec	+	3 sec	+	10 sec	= Minimum Warning Time (MWT)	15 sec	90 km/h	375 metres	* Add an additional 5 seconds of See Time if an additional Lookout is used
sec	+	sec	+	10 sec		sec	km/h	metres	
sec	+	sec	+	10 sec		sec	km/h	metres	
See Time (S)		Move Time (M)		Safe Time	(S+M+10 sec = MWT)	Track speed		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:

Workers:

Ensure the workers have been briefed about these work details Yes

This worksite protection plan is to be used in conjunction with the worksite protection plan for ASB on the following page. The work is performed on **52 points** and Lookout Working is only established once the ASB protection arrangements are implemented.

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

Worksite Protection for Berowra track inspections

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: <input type="text"/>		

2. Worksite Location

On the	<input type="text" value="Down Main"/>	from	<input type="text" value="B3 Signal"/>	to	<input type="text" value="28.5 Signal"/>
On the	<input type="text" value="Down Passing Loop"/>	from	<input type="text" value="B3 Signal"/>	to	<input type="text" value="28.5 Signal"/>

3. Protection to be used

<input type="text" value="Signal(s) at STOP with blocking facilities applied"/>	<input type="text" value="Points secured"/>
---	---

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

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

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 hr

Worksite Protection for Berowra track inspections

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

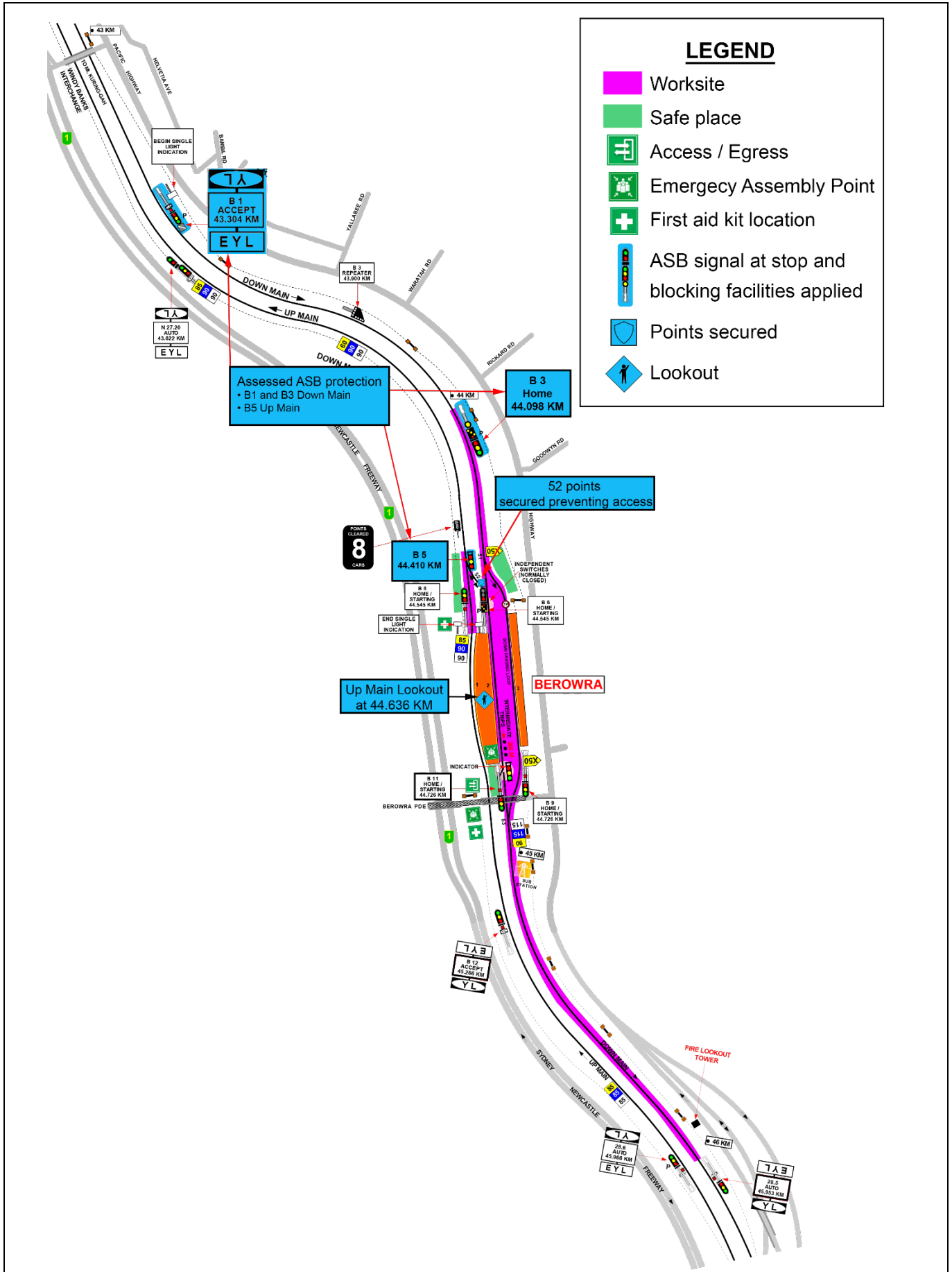
7. Re-establish ASB assurances

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"/>	

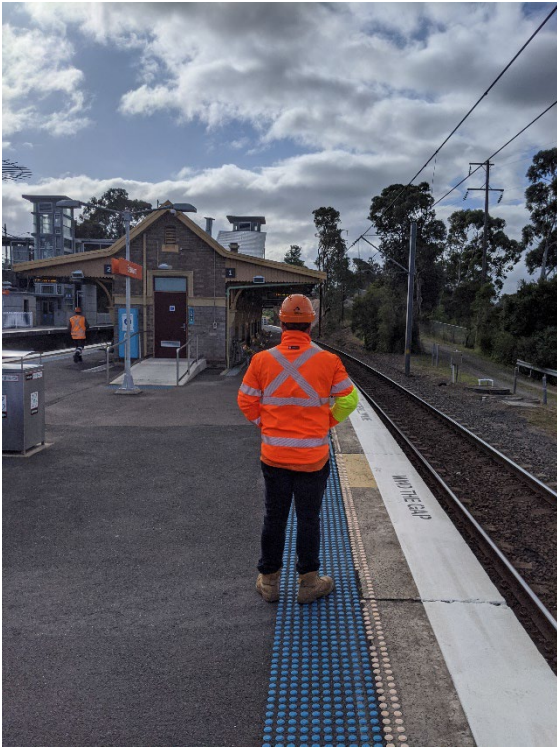

Notes

Diagram – Berowra

Worksite Protection for Berowra track inspections



Worksite Protection for Berowra track inspections

<p>INSTRUCTIONS:</p>	<ol style="list-style-type: none"> 1. Workers enter corridor via gate N00 44.735 U on Berowra Parade. 2. Protection Officer briefs workers about the worksite protection arrangements. 3. Workers remain in Up Cess safe place until Protection Officer informs all protection is in place. 4. Establish Lookout on Berowra Platform 1 at 44.636 KM watching for Up Main rail traffic approach. 5. Protection Officer contacts Hornsby North Panel and tells the Signaller about the use of Lookout Working at Berowra on the Up Main line and requests ASB on the Down Main and Down Passing Loop. 6. Once ASB has been authorised, workers start work on 51 points on the Down Main line. 7. When work on 51 points is complete, workers move and start work on 52 points on the Up and Down Main line. 8. When work on 52 points is complete, the lookout for the Up Main line is recalled and work is to continue on the Down Main and Down Relief line until 53 points. 9. Workers move to safe place once work is complete on 53 points. 10. Protection Officer contacts Hornsby North Panel to end ASB and Lookout Working.
<p>ADDITIONAL DETAILS</p>	<p><u>Rail traffic in Berowra Platform 2</u> Rail traffic that enters Berowra Platform 2 on the Down Main line may travel onto the Up Main line through 52 points. The ASB may be suspended for an extended period of time because of this.</p> <p><u>Environmental noise</u> Environmental noise from Sydney Newcastle Freeway may impede certain audible warning devices. The Lookout must use two horns as individual warning devices.</p> <p><u>Obstruction to Minimum Sighting Distance</u> Passengers on Berowra Platform 1 may impede the Lookout’s Minimum Sighting Distance. Lookouts must provide warning to the worksite if Minimum Sighting Distance cannot be achieved. Lookouts must confirm with the Protection Officer when Minimum Sighting Distance is regained.</p>
<p>LOOKOUT</p>	<div style="display: flex; justify-content: space-around;"> <div data-bbox="347 1099 906 1843">  </div> <div data-bbox="938 1099 1497 1843">  </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div data-bbox="347 1848 906 1881"> <p>Image 1: Position of Lookout on the Up Main at 44.636KM</p> </div> <div data-bbox="938 1848 1497 1881"> <p>Image 2: View from the Lookout</p> </div> </div>

Worksite Protection for Berowra track inspections

WORKSITE



Image 4: B5 at stop and 52 points secured preventing access into the worksite



Image 5: View of 53 points

