

# Worksite Protection for Berowra track inspections

<b>DOCUMENT NO.</b>	D2020/22561
<b>WORK DESCRIPTION</b>	Track inspections on 51, 52 and 53 points at Berowra
<b>WPP Number</b>	CN1BC 10002
<b>SCOPE:</b>	<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"> <li>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.</li> </ul>
<b>AUTHORISATIONS:</b>	<p><b>Protection Officer:</b> Protection Officer Level 1 or higher</p> <p><b>Lookout:</b> Handsignaller Level 1 or higher, Protection Officer Level 1 or higher.</p>
<b>SAFETY CONTROLS – Lookout Working arrangements:</b>	<p>Lookout Working on the <b>Up Main</b> line is a fixed worksite location at <b>52 points</b>. A Lookout is placed on <b>Berowra Platform 1</b> at <b>44.636km</b> for Up direction rail traffic on the <b>Up Main</b>.</p> <p>Workers must move into a safe place if the ASB is suspended.</p>
<b>Absolute Signal Blocking (ASB) arrangements:</b>	<p>Absolute Signal Blocking on the <b>Down Main</b> and <b>Refuge Loop</b> is at a fixed worksite location from <b>B3 Signal to 28.5 Signal</b>.</p> <p><i>For reference only.</i></p> <p>The worksite is protected by:</p> <ul style="list-style-type: none"> <li><b>B1 Signal and B3 Signal</b> at STOP with blocking facilities applied on the <b>Down Main</b></li> <li><b>B5 Signal</b> at STOP with blocking facilities applied and <b>52 points</b> secured to prevent access to the worksite on the <b>Up Main</b></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> <li>Lookouts require a high-visibility arm sleeve and two horns.</li> </ul>
<b>FURTHER INFORMATION:</b>	<p><b>References</b></p> <p><i>NLA 300 Strathfield to Hornsby</i></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>

## Protection Officer assessment checklist

Protection Officer's name:		<b>Yes</b> (Tick if yes)
This document has not expired 12 months beyond the issue date.		
On-site safety assessment has been completed and additional hazards and controls recorded on the pre-work briefing (Page 3).		
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.		
<b>Corridor Safety Number</b>	<b>Protection Officer Signature</b>	<b>Date</b>

**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"/>	<input type="text"/>	<input type="text"/>
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
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
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
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
Multiple entry points into worksite	ASB implemented	Protection Officer



# 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:  Inspections of 52A Points

### Worksite location

On the  Up Main   
 between  B8 Signal  and  B5 Signal

### Worksite Assessment

Has the Lookout Working Prohibited Locations Register been consulted? Yes ☐

### Warning method

Horn  Other

### Minimum Warning Time Calculations

Maximum track speed  90

Number of Lookouts used  1 Position of Lookouts  44.636 km to  44.636 km

Number of additional Lookouts\* used  Position of Lookouts  km  km

<input type="text"/> 2 sec	+	<input type="text"/> 3 sec	+	<input type="text"/> 10 sec		<input type="text"/> 15 sec	<input type="text"/> 90 km/h	<input type="text"/> 375 metres	* Add an additional 5 seconds of See Time if an additional Lookout is used  <b>Note</b> – Additional MWT calculations can be recorded in the Protection Officer's Diary.
<input type="text"/> sec	+	<input type="text"/> sec	+	<input type="text"/> 10 sec	= Minimum Warning Time (MWT)	<input type="text"/> sec	<input type="text"/> km/h	<input type="text"/> metres	
<input type="text"/> sec	+	<input type="text"/> sec	+	<input type="text"/> 10 sec		<input type="text"/> sec	<input type="text"/> km/h	<input type="text"/> metres	
See Time (S)		Move Time (M)		Safe Time	(S+M+10 sec = MWT)		Track speed	Minimum Sighting Distance as calculated	

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

Lookouts:  Berowra Platform 1

Workers:  Up Cess, ASB on the Down Main

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

name	signature	contact No.
RSW or RIW No.	designation	Planned Duration
Type of work:		

### 2. Worksite Location

On the	Down Main	from	B3 Signal	to	28.5 Signal
On the	Down Passing Loop	from	B3 Signal	to	28.5 Signal

### 3. Protection to be used

Signal(s) at STOP with blocking facilities applied	Points secured
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Protection is required from other Signaller(s) at Location / panel Location / panel

### 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	rail traffic ID	The last known location of rail traffic is	location
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Confirm that there is no rail traffic between the protection and the worksite ☐

### 5. Authorisation

Authorised by Signaller

name	Hornsby North Panel	hr	/ /
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Protection Number	Notes
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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 rail traffic to pass the protection was <input type="text"/> rail traffic ID	The last rail traffic to pass the protection was <input type="text"/> rail traffic ID	The last rail traffic to pass the protection was <input type="text"/> rail traffic ID
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"/>

### 8. Ending

Provide name and worksite location <input type="checkbox"/>	Workers and equipment clear of the Danger Zone <input type="checkbox"/>	Provide protection number <input type="checkbox"/>	Ended at <input type="text"/> hr
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## 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	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 rail traffic to pass the protection was	<input type="text"/> rail traffic ID	The last rail traffic to pass the protection was	<input type="text"/> rail traffic ID	The last rail traffic to pass the protection was	<input type="text"/> rail traffic ID
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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

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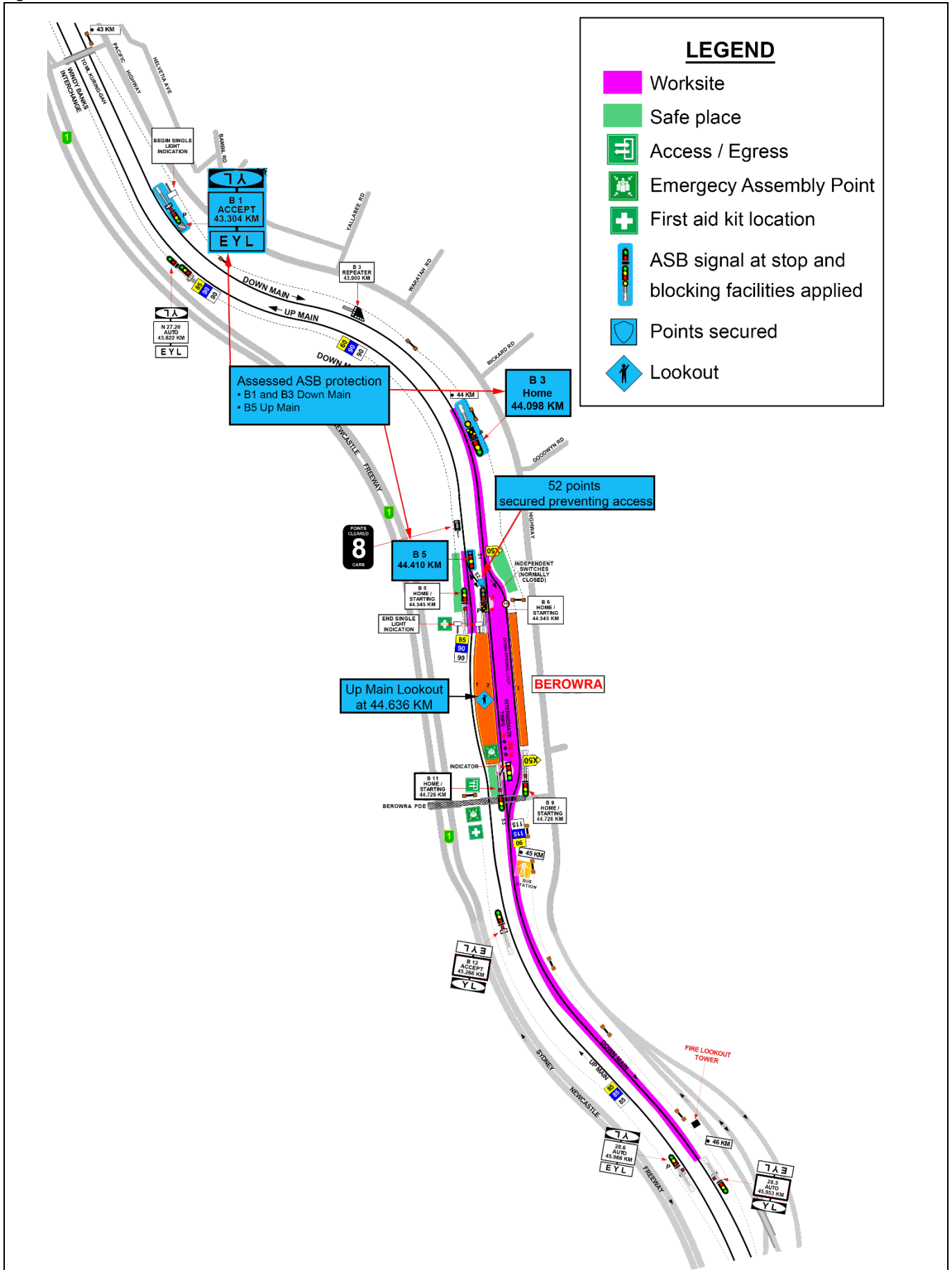
### 6. Temporarily Suspending ASB

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

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The worksite location is identical	<input type="checkbox"/>	The worksite location is identical	<input type="checkbox"/>	The worksite location is identical	<input type="checkbox"/>
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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"/>

### Diagram – Berowra





## Worksite Protection for Berowra track inspections

### INSTRUCTIONS:

- Workers enter corridor via gate **N00 44.735 U** on Berowra Parade.
- Protection Officer briefs workers about the worksite protection arrangements.
- Workers remain in Up Cess safe place until Protection Officer informs all protection is in place.
- Establish Lookout on **Berowra Platform 1** at **44.636 KM** watching for **Up Main** rail traffic approach.
- 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**.
- Once ASB has been authorised, workers start work on **51 points** on the **Down Main** line.
- When work on **51 points** is complete, workers move and start work on **52 points** on the **Up and Down Main** line.
- 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**.
- Workers move to safe place once work is complete on **53 points**.
- Protection Officer contacts Hornsby North Panel to end ASB and Lookout Working.

### ADDITIONAL DETAILS

#### Rail traffic in Berowra Platform 2

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 because of this.

#### Environmental noise

Environmental noise from Sydney Newcastle Freeway may impede certain audible warning devices. The Lookout must use two horns as individual warning devices.

#### Obstruction to Minimum Sighting Distance

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.

### LOOKOUT



**Image 1:** Position of Lookout on the **Up Main** at **44.636KM**



**Image 2:** View from the Lookout



WORKSITE



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



Image 5: View of 53 points



### Protection Officer's diary

[illegible]