

# ASB Worksite Protection for Dunmore to Bombo

<b>DOCUMENT NO.</b>	D2024/13030
<b>WORK DESCRIPTION</b>	Routine Network Maintenance
<b>WPP Number</b>	SC62C 10118
<b>SCOPE:</b>	<p>This SWI is applicable for the worksite protection arrangements using ASB for routine network maintenance performed by the South Coast Maintenance team</p> <p>Work activities may include:</p> <ul style="list-style-type: none"> <li>• Points Maintenance</li> <li>• Train Stop Maintenance</li> <li>• Track Circuit Testing</li> <li>• Turnout Inspections</li> <li>• KK Testing</li> <li>• Track Patrol</li> <li>• OHW Inspections</li> <li>• Structures Examinations</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 - Absolute Signal Blocking (ASB) arrangements:</b>	<p>ASB established to exclude rail traffic on the:</p> <ul style="list-style-type: none"> <li>- <b>Main Line and Loop Line</b> at Dunmore from <b>43.25</b> and <b>43.27 Signals</b></li> <li>- <b>Main Line and Loop Line</b> at Bombo from <b>44.26</b> and <b>44.28 signals</b></li> <li>- <b>South Coast Branch Line</b> between the above signals</li> </ul> <p><b>For reference only.</b></p> <p>The assessed ASB protection is:</p> <ul style="list-style-type: none"> <li>• 43.23 <b>Signal</b> at <b>STOP</b> with blocking facilities applied on City side of the Worksite.</li> <li>• 43.21 <b>Signal</b> at <b>STOP</b> with blocking facilities applied on City side of the Worksite.</li> <li>• 43.27 <b>Signal</b> at <b>STOP</b> with blocking facilities applied on City side of the Worksite.</li> <li>• 43.25 <b>Signal</b> at <b>STOP</b> with blocking facilities applied on City side of the Worksite.</li> <li>• 44.7 <b>Signal</b> at <b>STOP</b> with blocking facilities applied on the Country side of the Worksite</li> <li>• 44.28 <b>Signal</b> at <b>STOP</b> with blocking facilities applied on the Country side of the Worksite.</li> <li>• 44.26 <b>Signal</b> at <b>STOP</b> with blocking facilities applied on the Country side of the Worksite.</li> <li>• 44.10 <b>Signal</b> at <b>STOP</b> with blocking facilities applied on the Country side of the Worksite.</li> <li>• 44.8 <b>Signal</b> at <b>STOP</b> with blocking facilities applied on the Country side of the Worksite.</li> <li>• 44.6 <b>Signal</b> at <b>STOP</b> with blocking facilities applied on the Country side of the Worksite.</li> <li>• <b>53 Points</b> at Shellharbour Junction secured in <b>Normal</b> Position</li> <li>• <b>50 Points</b> at Bombo secured in the <b>Normal</b> position</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 a whistle / horn</li> </ul>
<b>FURTHER INFORMATION:</b>	<p><i>NWT 300 Planning work in the Rail Corridor</i></p> <p><i>NWT 308 Absolute Signal Blocking</i></p> <p><i>NPR 703 Using Absolute Signal Blocking</i></p> <p><i>NGE 200 Walking in the Danger Zone</i></p> <p><i>NLA 418 Wollongong – Bomaderry (Nowra)</i></p>

**ASB Worksite Protection for Dunmore to Bombo**

**Protection Officer assessment checklist**

<b>Protection Officer's name:</b>		<b>Yes</b> <i>(Tick if Yes)</i>
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).		
SWI details and protection arrangements have been reviewed and validated for the assessed worksite location.		
<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.*





# ASB Worksite Protection for Dunmore to Bombo

## 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: **Routine Network Maintenance**

### 2. Worksite location

on the	<b>Main Line and Loop Line at Shellharbour Junction, South Coast Branch Line and Main Line and Loop Line at Bombo</b>	from	<b>43.27 and 43.25 signals at Dunmore</b>	to	<b>44.28 and 44.26 Signals at Bombo</b>
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### 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  **South Coast Panel**

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 rail traffic to pass the protection was <input type="text" value="rail traffic ID"/>	The last rail traffic to pass the protection was <input type="text" value="rail traffic ID"/>	The last rail traffic to pass the protection was <input type="text" value="rail traffic ID"/>
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

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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

### 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"/>	The last rail traffic to pass the protection was	<input type="text"/>	The last rail traffic to pass the protection was	<input type="text"/>
The last known location of rail traffic is	<input type="text"/>	The last known location of rail traffic is	<input type="text"/>	The last known location of rail traffic is	<input type="text"/>
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"/>	Protection Number	<input type="text"/>

Notes

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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"/>
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ASB suspended at	<input type="text"/>	hr	ASB suspended at	<input type="text"/>	hr

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The last rail traffic to pass the protection was	<input type="text"/>	The last rail traffic to pass the protection was	<input type="text"/>	The last rail traffic to pass the protection was	<input type="text"/>
The last known location of rail traffic is	<input type="text"/>	The last known location of rail traffic is	<input type="text"/>	The last known location of rail traffic is	<input type="text"/>
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"/>	Protection Number	<input type="text"/>

# ASB Worksite Protection for Dunmore to Bombo

**INSTRUCTIONS:**

1. Workers enter the rail corridor via 100 110.760 D Access Gate.
2. Protection Officer briefs workers about the worksite protection arrangements.
3. Protection Officer contacts the Signaller at South Coast Panel to request ASB.
4. After ASB has been authorized. 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 South Coast Panel to end ASB.
7. All workers egress the rail corridor via 100 117.683 U Access Gate.

**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.

**Access Gates:**



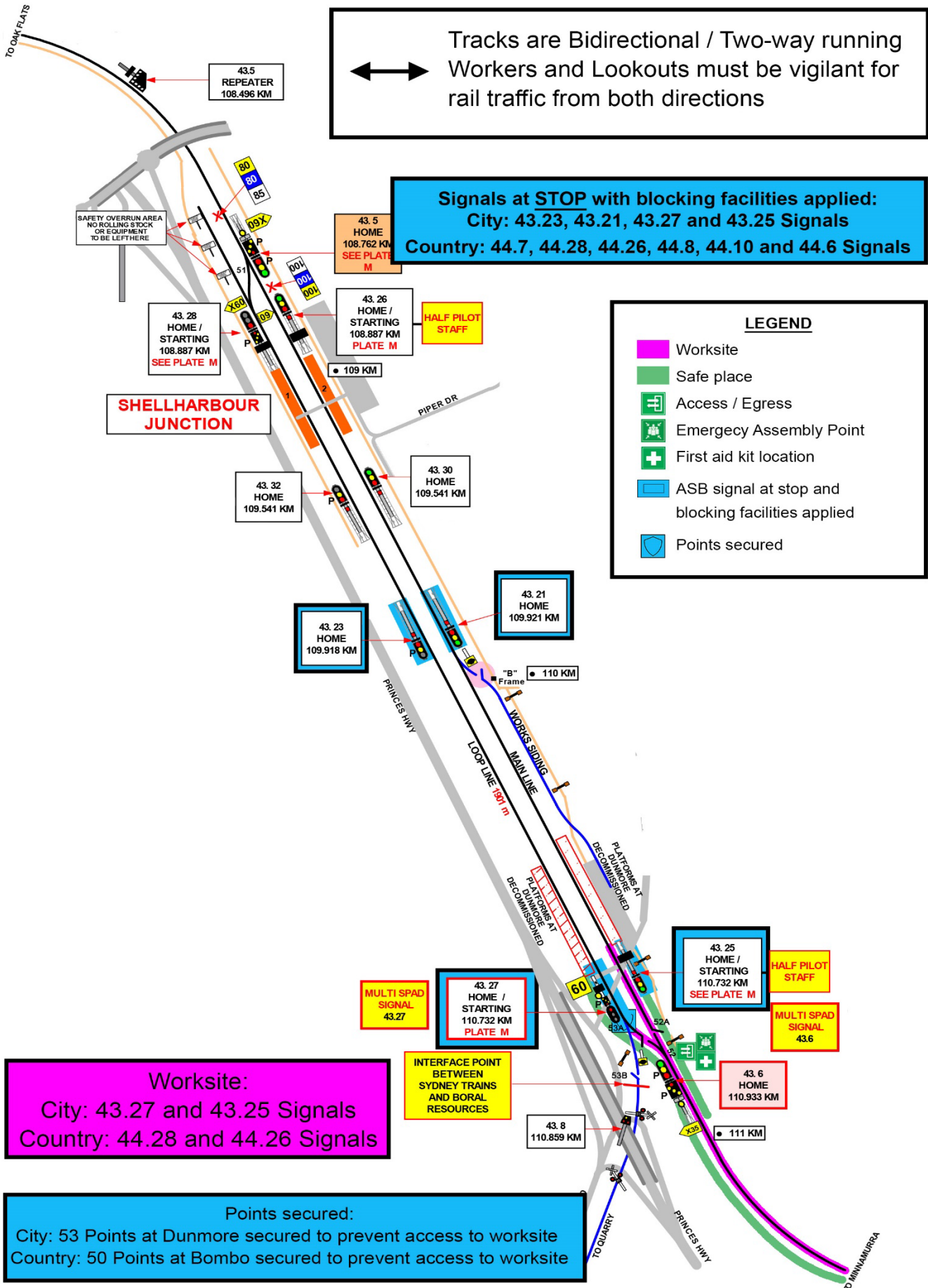
**Image 1:** Access gate 100 110.760 D at the end of Dunmore RD. (Old level crossing)



**Image 2:** Access gate 100 117.683 U off Princes Highway (Commuter carpark)

# ASB Worksite Protection for Dunmore to Bombo

Diagram

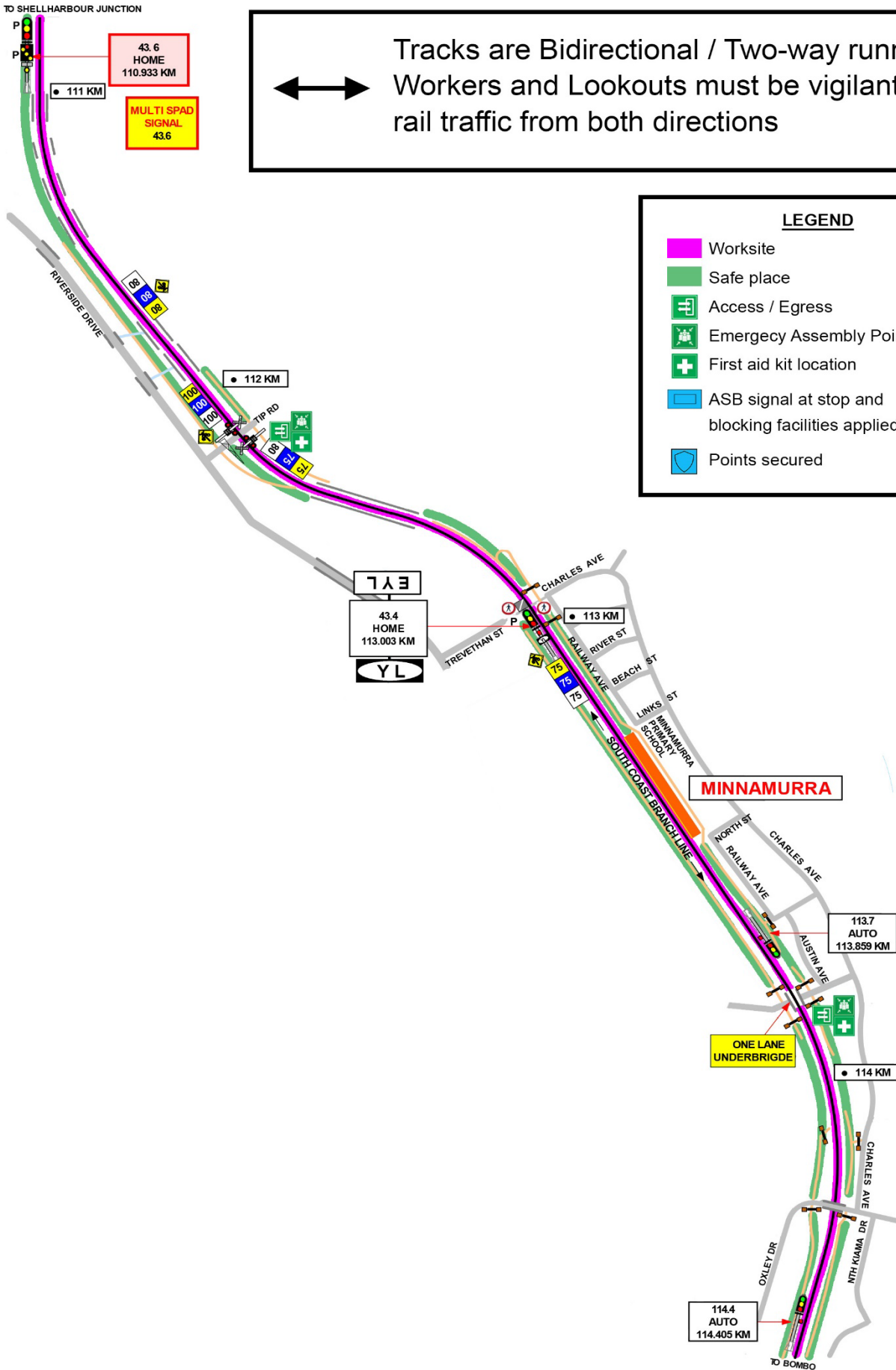




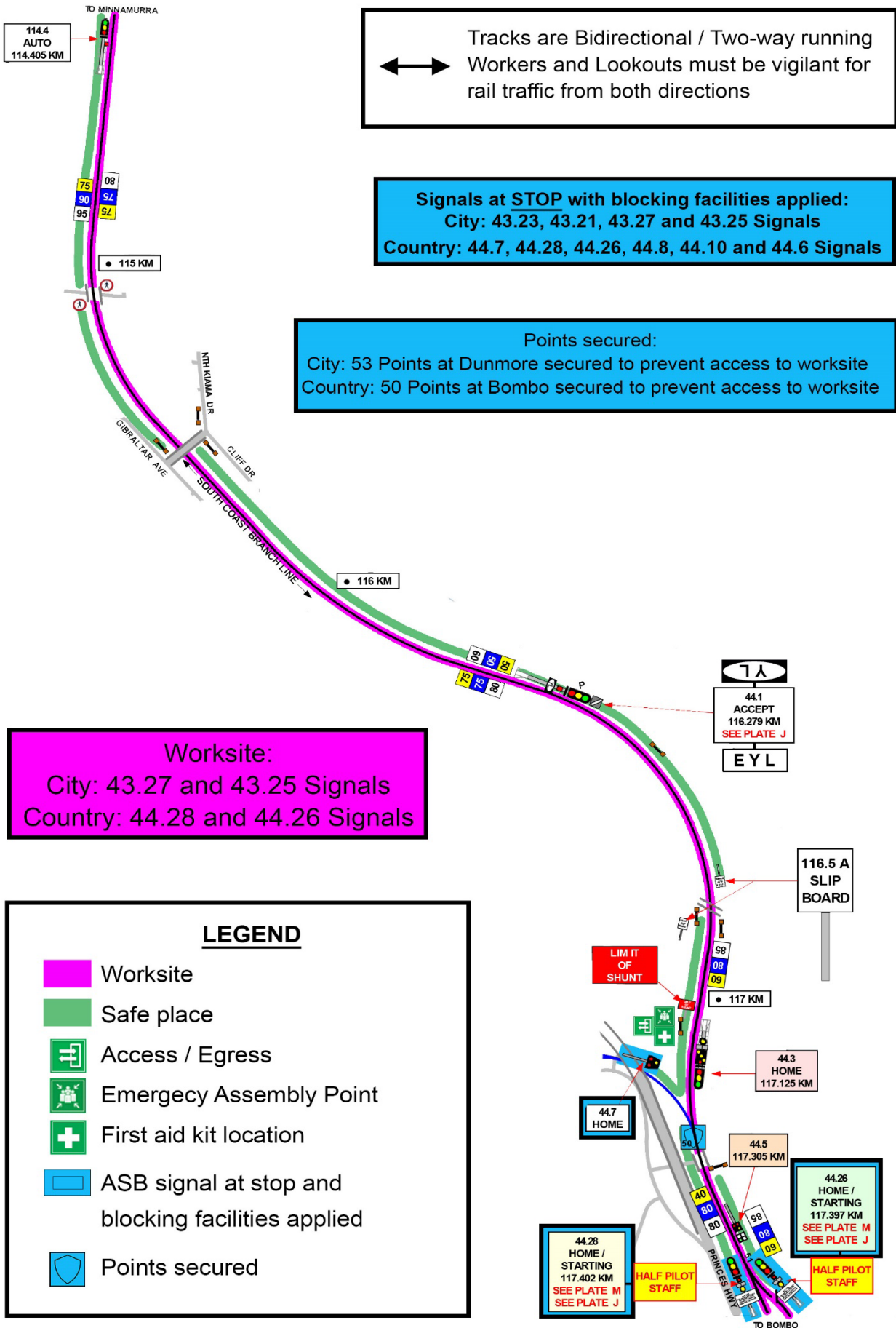
Tracks are Bidirectional / Two-way running  
 Workers and Lookouts must be vigilant for  
 rail traffic from both directions

**LEGEND**

- Worksite
- Safe place
- Access / Egress
- Emergency Assembly Point
- First aid kit location
- ASB signal at stop and blocking facilities applied
- Points secured



# ASB Worksite Protection for Dunmore to Bombo



↔ Tracks are Bidirectional / Two-way running  
Workers and Lookouts must be vigilant for rail traffic from both directions

**Signals at STOP with blocking facilities applied:**  
City: 43.23, 43.21, 43.27 and 43.25 Signals  
Country: 44.7, 44.28, 44.26, 44.8, 44.10 and 44.6 Signals

**Points secured:**  
City: 53 Points at Dunmore secured to prevent access to worksite  
Country: 50 Points at Bombo secured to prevent access to worksite

**Worksite:**  
City: 43.27 and 43.25 Signals  
Country: 44.28 and 44.26 Signals

**LEGEND**

- Worksite
- Safe place
- + Access / Egress
- + Emergency Assembly Point
- + First aid kit location
- ASB signal at stop and blocking facilities applied
- + Points secured

