

ASB Worksite Protection for Albion Park to Shellharbour Junction Routine Network Maintenance Activities

WORK DESCRIPTION	Routine Network Maintenance
WPP NUMBER	SC68C 10118
SCOPE	<p>This SWI is applicable for the worksite protection arrangements using ASB for Routine Network Maintenance Activities performed by South Coast Maintenance Teams</p> <p>Work activities include:</p> <ul style="list-style-type: none"> • Points Maintenance • Train Stop Maintenance • Track Circuit Testing • Turnout Inspections • KK Testing • Track Patrol • OHW Inspections • Structures Examinations
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: Absolute Signal Blocking (ASB) arrangements:	<p>ASB established to exclude rail traffic on the Main Line and Loop Line at Albion Park and the South Coast Branch Line</p> <p>For reference only;</p> <p>The assessed ASB protection is:</p> <ul style="list-style-type: none"> • 42.5 Signal at STOP with blocking facilities applied on the City side of the worksite. • 42.27 Signal at STOP with blocking facilities applied on the City side of the worksite. • 42.25 Signal at STOP with blocking facilities applied on the City side of the worksite. • 43.26 Signal at STOP with blocking facilities applied on the Country side of the worksite. • 43.28 Signal at STOP with blocking facilities applied on the Country side of the worksite. • 43.32 Signal at STOP with blocking facilities applied on the Country side of the worksite. • 43.30 Signal at STOP with blocking facilities applied on the Country side of the worksite.
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 a whistle / horn
FURTHER INFORMATION:	<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>

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Protection Officer assessment checklist		
Protection Officer's name:		Yes (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).		
SWI details and protection arrangements have been reviewed and validated for the assessed worksite location.		
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

<input type="text" value="name"/>	<input type="text" value="signature"/>	<input type="text" value="contact no."/>
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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	ASB implemented. Workers to remain within worksite limits Workers are to stop 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 NGE 200 Walking in the Danger Zone to move to and from the worksite or safe place.	All
Mobile phone distraction	Mobile phone usage is not allowed in the Danger Zone. Mobile phones may be used only in a safe place after informing the Protection Officer.	All

A final site inspection has been conducted immediately before commencing work, and any new hazards and controls have been included.

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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	Main Line and Loop Line at Albion Park, South Coast Branch Line and Main Line and Loop Line at Shellharbour Junction	from	42.27 & 42.25 Signals	to	43.26 & 43.28 Signals
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3. Protection to be used

Signal(s) at STOP with blocking facilities applied

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 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 No	<input type="text"/>	Protection No	<input type="text"/>	Protection No	<input type="text"/>

8. Ending

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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
6. Temporarily Suspending ASB				
Provide the name and worksite location <input type="checkbox"/> Workers and equipment are clear of the Danger Zone <input type="checkbox"/> Provide protection number <input type="checkbox"/>	Provide the name and worksite location <input type="checkbox"/> Workers and equipment are clear of the Danger Zone <input type="checkbox"/> Provide protection number <input type="checkbox"/>	Provide the name and worksite location <input type="checkbox"/> Workers and equipment are clear of the Danger Zone <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"/>
7. Re-establish ASB assurances				
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"/>	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"/>	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"/>		
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"/>
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"/>
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"/>
Protection No <input type="text"/>		Protection No <input type="text"/>		Protection No <input type="text"/>

Notes

6. Temporarily Suspending ASB				
Provide the name and worksite location <input type="checkbox"/> Workers and equipment are clear of the Danger Zone <input type="checkbox"/> Provide protection number <input type="checkbox"/>	Provide the name and worksite location <input type="checkbox"/> Workers and equipment are clear of the Danger Zone <input type="checkbox"/> Provide protection number <input type="checkbox"/>	Provide the name and worksite location <input type="checkbox"/> Workers and equipment are clear of the Danger Zone <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"/>
7. Re-establish ASB assurances				
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"/>	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"/>	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"/>		
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"/>
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"/>
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"/>
Protection No <input type="text"/>		Protection No <input type="text"/>		Protection No <input type="text"/>

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INSTRUCTIONS:	<ol style="list-style-type: none"> 1. Workers enter the rail corridor via Access Gate 100 103.429 U 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 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 South Coast Panel to end ASB. 7. All workers egress the rail corridor via Access Gate on Piper RD
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ADDITIONAL DETAILS	<p>Suspending ASB</p> <p>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.</p>
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ACCESS GATES:



Image 1: Access gate 100 103.419 U on Princes Highway (through Commuter carpark).



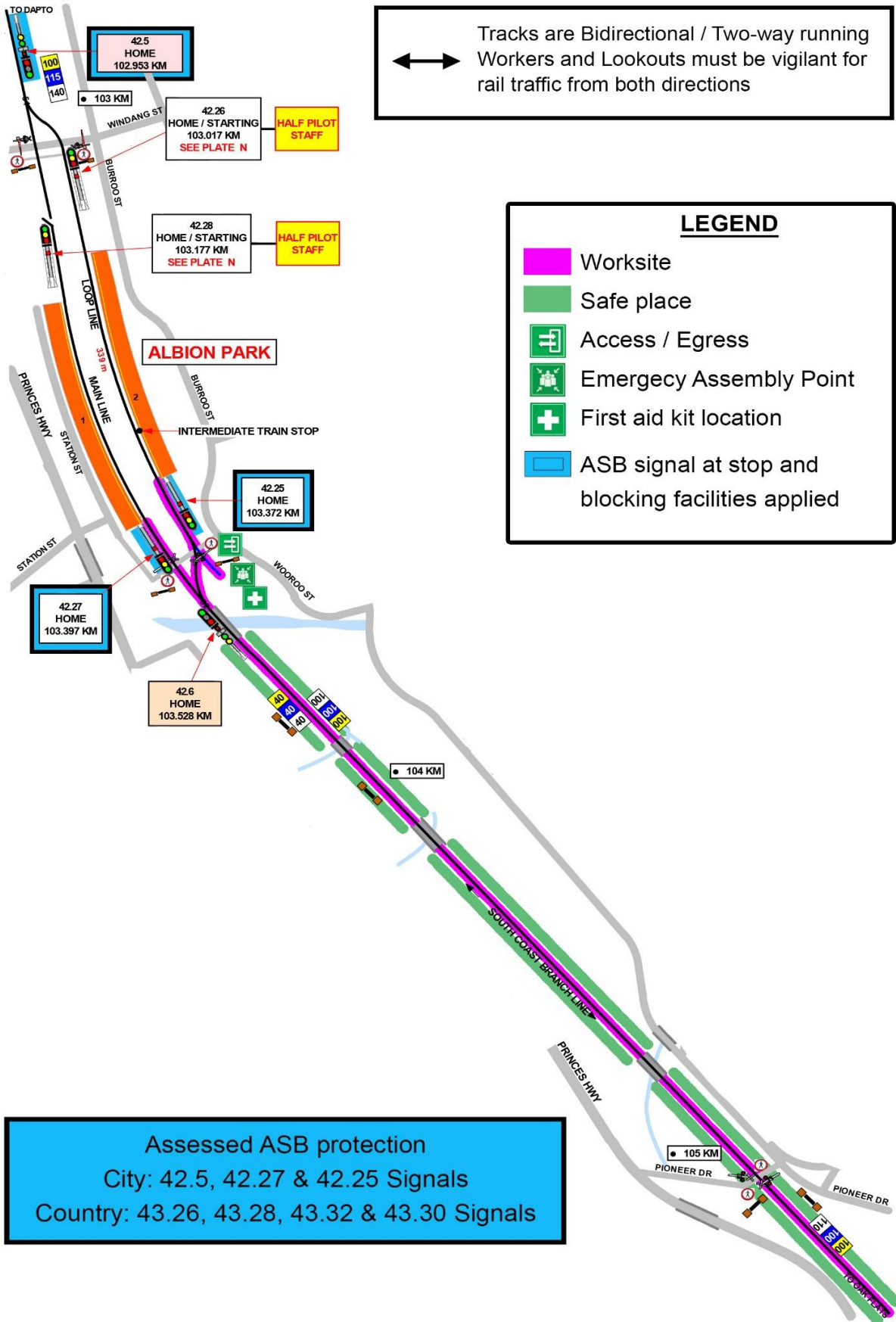
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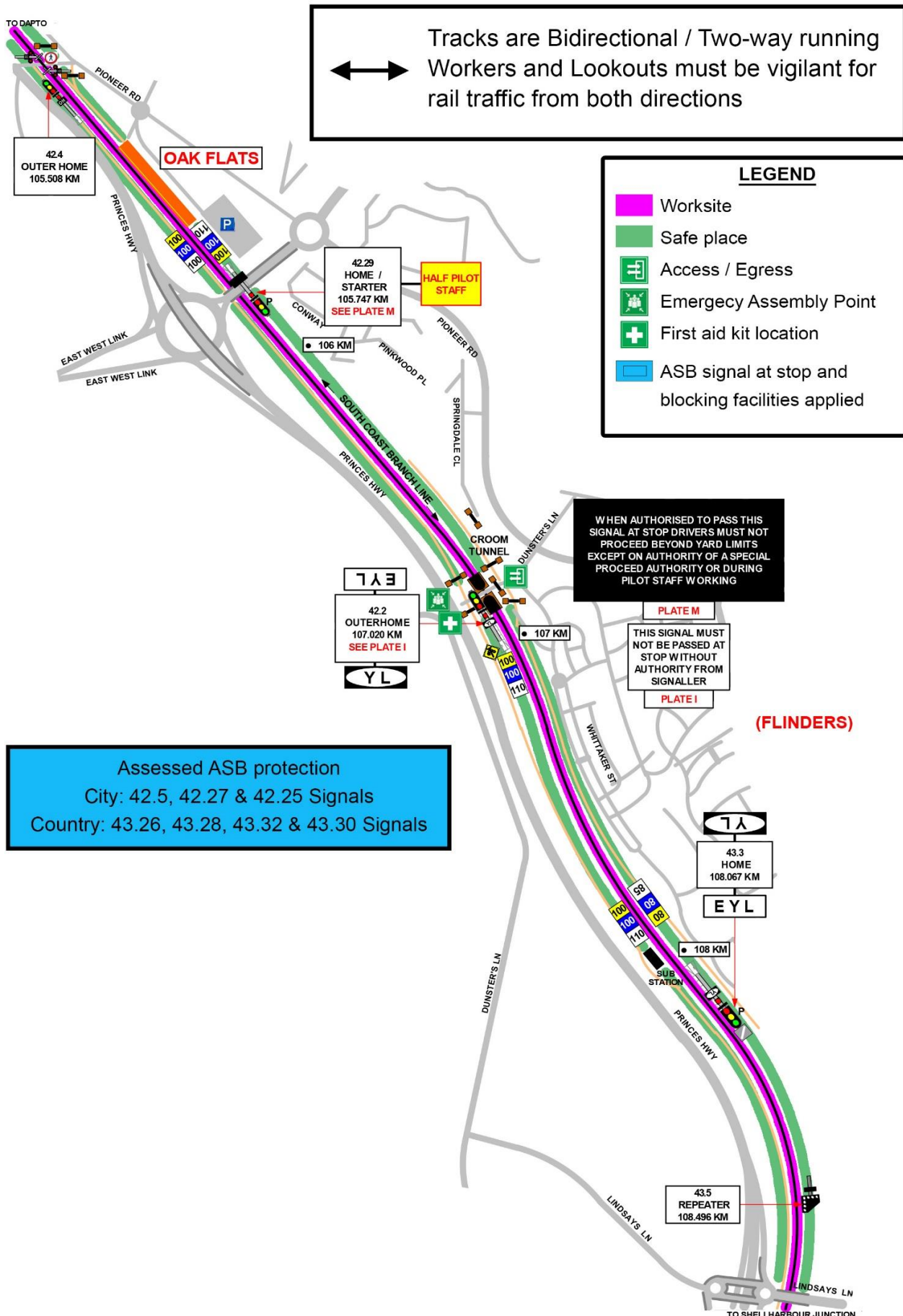
Image 2: Access gate at the end of **Piper Road**. (adjacent to 51 Points)

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Diagram

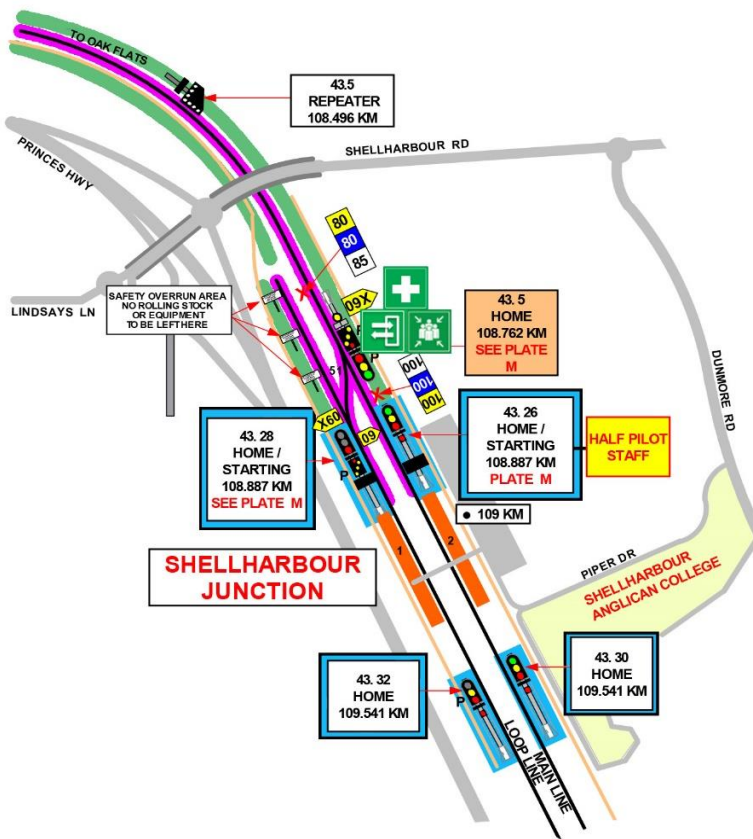


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LEGEND

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

Assessed ASB protection
 City: 42.5, 42.27 & 42.25 Signals
 Country: 43.26, 43.28, 43.32 & 43.30 Signals

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

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