

<b>DOCUMENT NO.</b>	D2025/368
<b>WORK DESCRIPTION</b>	Routine Network Maintenance Activities
<b>WPP Number</b>	SC66C 10118
<b>SCOPE:</b>	<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 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 South Coast Branch Line, Main Line, Loop Line, Works Siding and Boral Quarry Siding</p> <p><b>For reference only.</b></p> <p>The assessed ASB protection is:</p> <ul style="list-style-type: none"> <li>• <b>43.3 Signal</b> at STOP with blocking facilities applied on the City side of the worksite.</li> <li>• <b>43.5 Signal</b> at STOP with blocking facilities applied on the City side of the worksite.</li> <li>• <b>43.4 Signal</b> at STOP with blocking facilities applied on the Country side of the worksite.</li> <li>• <b>43.6 Signal</b> at STOP with blocking facilities applied on the Country side of the worksite.</li> <li>• <b>43.8 Signal</b> at STOP with blocking facilities applied on the Country Side of the worksite.</li> </ul> <p>Lookout at 110.865 Km only required when working on 52 Points as they cannot be secured to prevent access. For all other works, 52 Points can be secured to prevent access.</p>
<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>NWT 310 Lookout Working</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>NGE 200 Walking in the Danger Zone</i></p> <p><i>Lookout Working Prohibited Locations Register</i></p> <p><i>NLA 418 Wollongong – Bomaderry (Nowra)</i></p>

**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.*

**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
<b>Approaching rail traffic</b>	ASB implemented. Workers to remain within worksite limits.	Protection Officer
<b>Adjacent live lines</b>	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
<b>Electrical infrastructure</b>	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 & Workplace Supervisor
<b>Access to / Egress from worksite</b>	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 and from the worksite or safe place.	All
<b>Mobile phone distraction</b>	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

**Workplace Supervisor details**

name:  contact No.:

Emergency assembly point:  SWMS/SWI Ref #:

First aid kit location:  First aider:

**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

**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:

<ul style="list-style-type: none"> <li>1. have been inducted to the site</li> <li>2. are free from alcohol and drugs</li> <li>3. are free from the effects of fatigue</li> <li>4. hold the applicable and current Rail Safety Worker Authorisation, trade licence and/or induction record e.g. Construction Industry Induction</li> <li>5. must wear the appropriate Personal Protective Equipment (PPE)</li> </ul>	<ul style="list-style-type: none"> <li>6. have been briefed on the contents of the Worksite Protection Plan</li> <li>7. have been shown the Worksite Protection Plan diagram</li> <li>8. understand the kinds and limits of worksite protection in place</li> <li>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>)</li> </ul>
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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

**ASB Worksite Protection for Shellharbour Junction to Dunmore  
Routine Network Maintenance Activities**

**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="South Coast Branch Line, Main Line, Loop Line, Works Siding and Boral Quarry Siding"/>	from	<input type="text" value="43.5 Signal"/>	to	<input type="text" value="43.6 Signal"/>
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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"/>	<input type="text" value="Lookout"/>
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Protection is required from other Signallers at

**Minimum Warning Time Calculations**

<input type="text" value="2 sec"/> <small>See Time (S)</small>	+	<input type="text" value="3 sec"/> <small>Move Time (M)</small>	+	<input type="text" value="10 sec"/> <small>Safe Time</small>	= Minimum Warning Time (MWT)	<input type="text" value="15 sec"/>	<input type="text" value="25 km/h"/> <small>Track speed</small>	<input type="text" value="105 metres"/> <small>Minimum Sighting Distance as calculated</small>
<small>(S+M+10 sec = MWT)</small>								

**Note** – Additional MWT calculations can be recorded in the Notes or Protection Officer’s Diary.

**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 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

**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"/>

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"/> 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"/>

# ASB Worksite Protection for Shellharbour Junction to Dunmore Routine Network Maintenance Activities

**INSTRUCTIONS:**

1. Workers enter the rail corridor via Access Gate off Piper Dr
2. Protection Officer briefs workers about the worksite protection arrangements.
3. Protection Officer contacts the Signaller at South Coast Panel (02) 4223 5766 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 100 110.760 D 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.

Required Lookout

The Lookout positioned at 110.865 Km is only required when 52 Points cannot be secured to prevent access. E.g. When conducting points maintenance and operation is required to test the points. At all other times 52 Points is required to be secured to prevent unauthorised rail vehicle access.

**Access Gates:**



**Image 1:** Access gate at the end of Piper Road. (adjacent to 51 Points)



Image 2: Access gate 100 110.760 D off Dunmore Road



Image 3: Access Gate 100 110.745 D off Dunmore Road



Lookout:



Image 4: Lookout view facing Boral Quarry at 110.865 Km

Diagram





