

Worksite Protection for Tempe Routine Network Maintenance Activities for Up and Down Goods and Up and Down Illawarra Local

WORK DESCRIPTION	Routine network maintenance activities – Tempe Signals - ASB
WPP NUMBER	CS24C 10112
SCOPE	<p>This SWI is applicable for the worksite protection arrangements using ASB for 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 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: Absolute Signal Blocking (ASB) arrangements:	<p>ASB established to exclude rail traffic on:</p> <ul style="list-style-type: none"> • Up Illawarra Local between SM 648 IL signal and SM 636 IL Signal. • Down Illawarra Local between SM 639 IL signal and SM 647 IL Signal. • Up Goods/ Up Illawarra Local between SM 648 IL signal and SM 643 signal • Down Goods/ Down Illawarra Local between SM 641 G signal and SM 647 IL signal <p>For reference only; The assessed ASB protection is:</p> <ul style="list-style-type: none"> • SM629 IL and SM639 IL Signals at STOP on Down Illawarra Local • SM656 IL and SM648 IL Signals at STOP on Up Illawarra Local • 750 Points Secured in Normal, with SM650 I Signal Route Blocked on Up Illawarra • 749 Points Secured in Normal • SM 641 G and SM695 Signal at STOP and Block on F Frame on Down Goods • SM 643 and SM 697 Signal at STOP on Up Goods
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>NWT 300 Planning work in the Rail Corridor</p> <p>NWT 308 Absolute Signal Blocking</p> <p>NWT 310 Lookout Working</p> <p>NPR 703 Using Absolute Signal Blocking</p> <p>NPR 711 Using Lookouts</p> <p>NPR 751 Calculating Minimum Warning Time</p> <p>NGE 200 Walking in the Danger Zone</p> <p>Lookout Working Prohibited Locations Register</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 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 Illawarra Local	from	SM 639 IL Signal	to	SM647 IL Signal
On the	Up Illawarra Local	from	SM648 IL Signal	to	SM 636 IL Signal
On the	Down Goods/ Down Illawarra Local	from	SM 641 G Signal	to	SM647 IL Signal
On the	Up Illawarra Local/ Up Goods	from	SM648 IL Signal	to	SM 643 Signal

3. Protection to be used

Signal(s) at STOP with blocking facilities applied	Points secured	
Protection is required from other Signallers 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

Confirm that there is no rail traffic between the protection and the worksite

5. Authorisation

Authorised by Signaller

name	Wolli Creek panel	hr	/ /
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 checked="" 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 <input type="text"/>	The last rail traffic to pass the protection was <input type="text"/> rail traffic ID <input type="text"/>	The last rail traffic to pass the protection was <input type="text"/> rail traffic ID <input type="text"/>
The last known location of rail traffic is <input type="text"/> location <input type="text"/>	The last known location of rail traffic is <input type="text"/> location <input type="text"/>	The last known location of rail traffic is <input type="text"/> location <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"/>

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ASB re-established at	hr	ASB re-established at	hr	ASB re-established at	hr
Protection No		Protection No		Protection No	

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	hr
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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"/>	ASB suspended at	hr	
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	hr	
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	hr	

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 checked="" 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	rail traffic ID	The last rail traffic to pass the protection was	rail traffic ID	The last rail traffic to pass the protection was	rail traffic ID
The last known location of rail traffic is	location	The last known location of rail traffic is	location	The last known location of rail traffic is	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	hr	ASB re-established at	hr	ASB re-established at	hr
Protection No		Protection No		Protection No	

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"/>	ASB suspended at	hr	
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	hr	
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	hr	

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	rail traffic ID	The last rail traffic to pass the protection was	rail traffic ID	The last rail traffic to pass the protection was	rail traffic ID
The last known location of rail traffic is	location	The last known location of rail traffic is	location	The last known location of rail traffic is	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	hr	ASB re-established at	hr	ASB re-established at	hr
Protection No		Protection No		Protection No	

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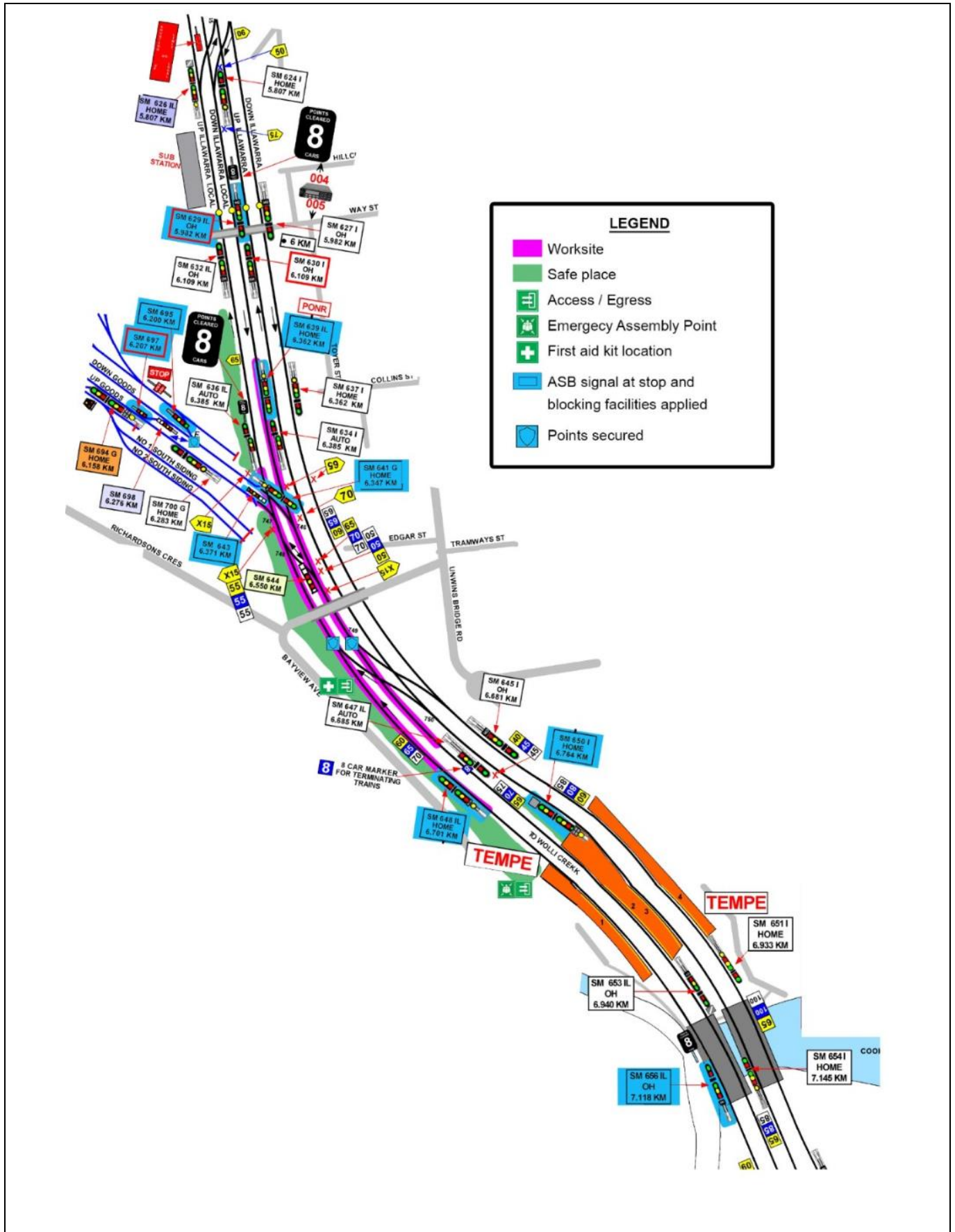
INSTRUCTIONS:	<ol style="list-style-type: none"> 1. Workers enter the rail corridor via 100 6.733 U at the City end of Tempe Station Upside carpark. 2. Protection Officer briefs workers about the worksite protection arrangements. 3. Protection Officer contacts the Signaller at Wolli Creek panel to request 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 Wolli Creek panel to end ASB. 7. All workers egress the rail corridor via 100 6.733 U at the City end of Tempe Station Upside carpark
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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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IMAGES:	 <p>Image 1: Access gate 100 6.733 U Tempe Station</p>	 <p>Image 2: 746 and 747 points within the worksite location</p>
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Diagram



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