

# Worksite Protection for North Sydney Car Sidings track inspections and maintenance

<b>Document no.</b>	<b>Scope of work</b>
D2020/8565	Civil track inspections and maintenance
<b>WPP no.</b>	<b>Description of work</b>
CE3A2 LBY11374	<p>This SWI is only applicable to the worksite protection arrangements of the routine track inspections and maintenance performed by the CBD Civil team for the track between North Sydney Car Sidings and Waverton. Work activities include:</p> <ul style="list-style-type: none"> <li>• track inspections and measurements</li> <li>• track maintenance</li> <li>• points inspection and maintenance</li> </ul>
<b>Review date</b> 06/05/2021	<b>References</b> <i>NWT 300 Planning work in the Rail Corridor</i> <i>NWT 304 Track Occupancy Authority</i> <i>NPR 702 Using a Track Occupancy Authority</i> <i>NPR 707 Clipping points</i> <i>NRF 002 Track Occupancy Authority (TOA)</i> <i>NLA 306 North Sydney</i>

<b>Competencies or qualifications</b>	<b>Licences or permits required</b>
<b>Protection Officer:</b> Protection Officer Level 2 or higher	Nil
<b>Tools and equipment required</b>	
Protection Officer requires a phone to contact the Signaller. Qualified Workers clipping and locking points require 1 point clip and an SL lock.	

## Warning



The worksite protection arrangements below are the minimum required during daytime work in fine weather and with good visibility. The Protection Officer must assess the need for additional protection for the exact scope of work and the prevailing conditions.

<b>Protection arrangements</b>	<p>A TOA is the protection used for protecting this work. 600 points are to be clipped and locked to prevent rail traffic entry to the Waverton Shunting Neck.</p> <p>The Qualified Worker at North Shore Car Sidings (ph 9379 4749) must be contacted first to confirm there is no stabled rail traffic.</p> <p>The Signaller for the TOA is located at the Rail Operations Centre (ROC), North Shore Panel (ph 9701 1528).</p> <p>The worksite limits are from the Waverton end of terminations to the North Sydney Car Sidings end of terminations on the North Sydney Car Sidings branch line.</p> <p>Access and exit to the worksite is at the M29 7.279 D access gate at the end of Lavender Crescent.</p> <p>Qualified Workers clipping and locking 600 points use the M29 6.172 D access gate off Union Street to enter the Danger Zone.</p>
<b>Track Occupancy Authority</b>	<p>The TOA limits are from Waverton terminations to North Sydney Car Sidings terminations on the North Sydney Car Sidings branch line.</p> <p>After obtaining a TOA from the North Shore Panel Signaller, Qualified Workers clip and lock 600 points to prevent rail traffic entry into the worksite.</p> <p>The Protection Officer holding the TOA must not establish more than one worksite in the TOA.</p>

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**Protection Officer assessment checklist**
**Protection Officer's name:**
**Yes**
*(Tick if Yes)*

On-site safety assessment has been completed.

The required protection details, environment and tasks are unchanged from the details of this SWI.

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 to NRF 014 Worksite Protection Pre-work briefing and NRF 015 Worksite Protection Plan.*

# Worksite Protection for North Sydney Car Sidings track inspections and maintenance



## Worksite Protection Pre-work Briefing

Briefing date:  /  / 

### Protection Officer Details

 name signature contact No.Work location:  Waverton to North Sydney Car SidingsScope of work:  Track inspections and maintenanceWorksite protection:  TOA 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
Struck by rail traffic	TOA with rail traffic entry prevented from entering the worksite by clipping and locking 600 points.	Protection Officer
Stabled rail traffic within the worksite	Qualified Worker contacted to confirm there is no stabled rail traffic.	Protection Officer
Adjoining / surrounding worksites	Only one worksite is authorised for the TOA.	Protection Officer
Electrical infrastructure	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
New hazards found on site	Conduct safety assessment and control hazard on briefing accordingly.	All



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## Worksite Protection Plan – Track Occupancy Authority

### Signaller Details

<input type="text" value="name"/>	<b>North Shore Panel</b>	<b>9701 1528</b> contact No.
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### 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"/>

Workplace Supervisor details:

Type of work: **Track Machine Maintenance**

### Worksite Location

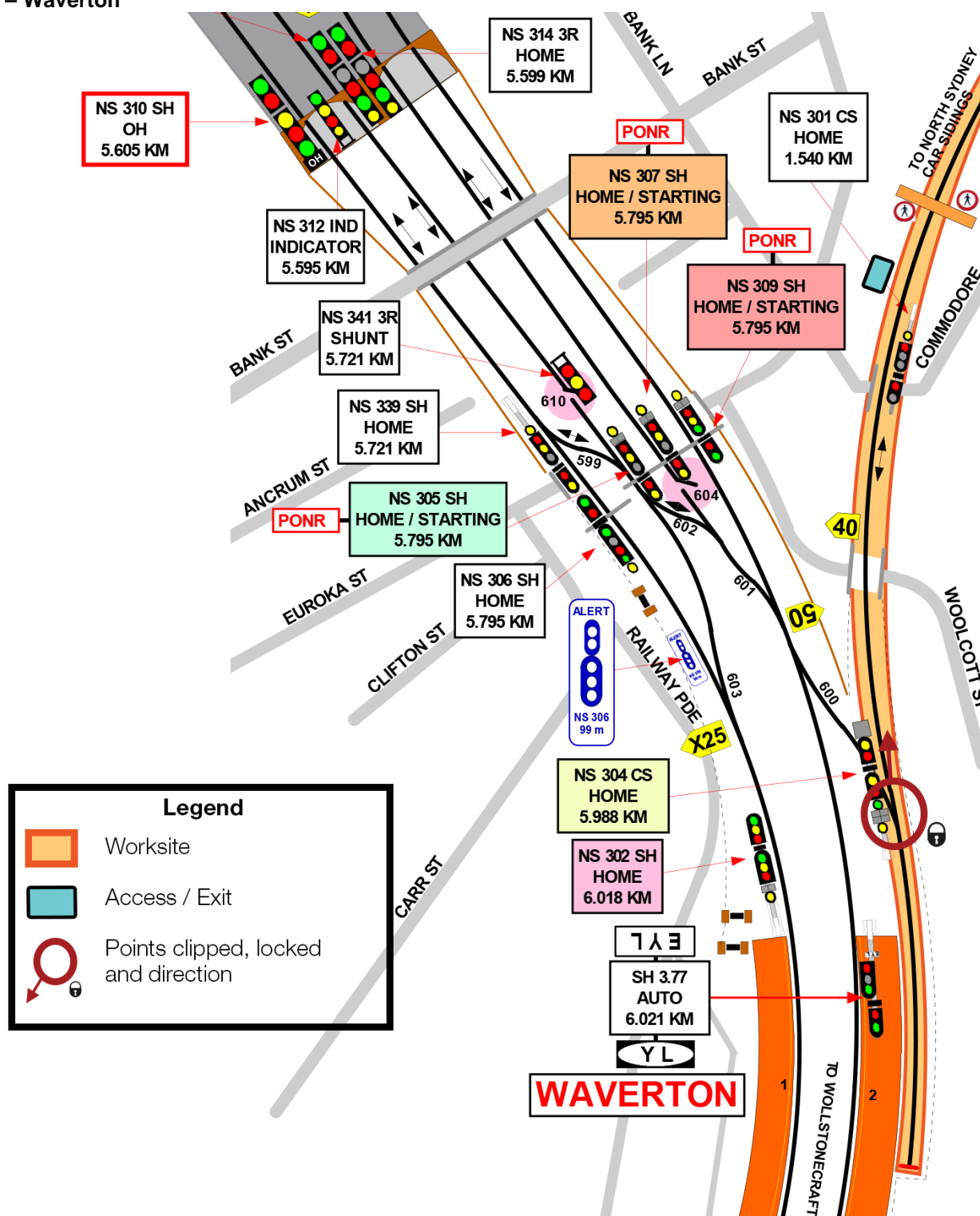
On the	<b>Waverton shunting neck</b>	
	<b>North Sydney Car Sidings branch line</b>	
	<b>No.1 – 6 Car Sidings</b>	
between	<b>Waverton end of terminal line</b>	and <b>North Sydney Car Sidings end of terminal lines</b>

The following are diagrams, notes and detailed instructions. These are to be read and followed as part of this worksite protection plan.

<b>Protection arrangements and working timeline</b>	<ol style="list-style-type: none"> <li>1. Protection Officer contacts the Qualified Worker at North Sydney Car Sidings to confirm there is no stabled rail traffic.</li> <li>2. Protection Officer contacts the Signaller at North Shore Panel to request TOA.</li> <li>3. Once TOA is authorised, instruct Qualified Workers clip and lock 600 points to exclude rail traffic from the worksite.</li> <li>4. Once 600 points is clipped and locked, inform the workplace supervisor that it is safe for work to start.</li> <li>5. After all work is completed, move all workers and equipment into a safe place.</li> <li>6. Instruct Qualified Workers to remove the point clips from 600 points.</li> <li>7. Protection Officer contacts the Signaller at North Shore Panel to fulfil the TOA.</li> </ol>
<b>Safeworking hazards</b>	When clipping and locking 600 points, it is critical that the Qualified Worker makes sure that the points clipped and locked in the correct position that prevents rail traffic entry into the worksite.

# Worksite Protection for North Sydney Car Sidings track inspections and maintenance

Diagram 1 – Waverton



# Worksite Protection for North Sydney Car Sidings track inspections and maintenance

Diagram 2 – North Sydney Car Sidings





# Worksite Protection for North Sydney Car Sidings track inspections and maintenance

## North Sydney Car Sidings

Points clipped, locked and direction

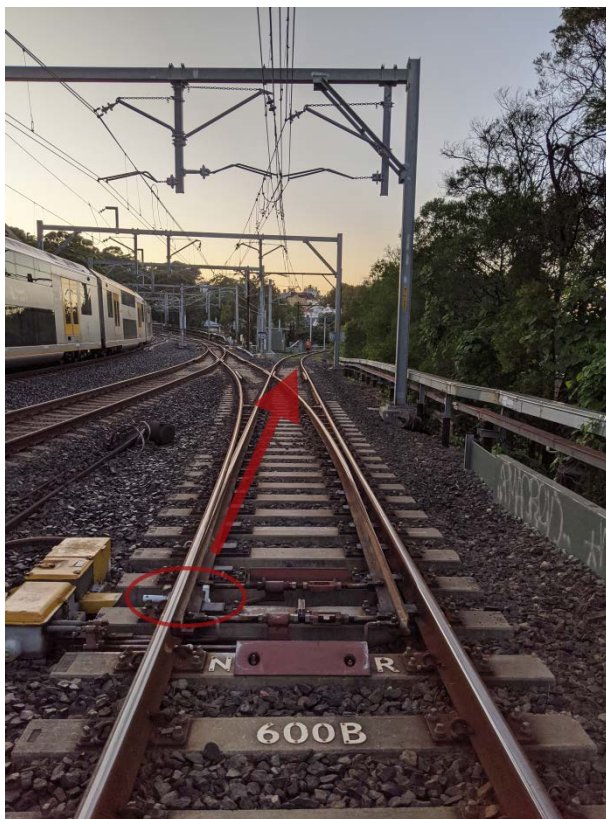


Image 1: 600 points clipped and locked to prevent rail traffic entering the worksite

Access Gates



Image 2: Union St. access gate



Image 3: Lavender Cres. access gate





### Protection Officer's diary

[illegible]