

ASB Worksite Protection for Revesby Routine Network Maintenance Activities

DOCUMENT NO.	D2023/6317
WORK DESCRIPTION	Routine network maintenance activities
WPP Number	SW21C 10081
SCOPE:	<p>This SWI is applicable for the worksite protection arrangements using ASB concerning 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:</p> <ul style="list-style-type: none"> Protection Officer Level 1 or higher
SAFETY CONTROLS - Absolute Signal Blocking (ASB) arrangements:	<p>ASB established to exclude rail traffic on the</p> <ul style="list-style-type: none"> Down East Hills Local Line-from RY5 Signal to RY 13 Signal. <p>For reference only The assessed ASB protection is:</p> <ul style="list-style-type: none"> RY 1 and RY5 Signals at stop with blocking facilities applied on the Down East Hills Local Line. RY 8 signal at stop with blocking facilities applied and 52 points secured to prevent rail traffic from entering the worksite.
PRESTART REQUIREMENTS:	<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"> Protection Officer requires a phone to contact the Signaller.
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 510 – Sydenham to Glenfield</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.

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Worksite Protection Pre-work Briefing

Briefing date:

Protection Officer details

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.	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 <i>NGE 200 Walking in the Danger Zone</i> to move to and from the worksite or safe place.	All
Mobile phone distraction	Mobile phone usage is not allowed in the Danger Zone without prior consent of the Protection Officer.	All

Safe Work Instruction

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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 [] signature

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:

- 1. have been inducted to the site
2. are free from alcohol and drugs
3. are free from the effects of fatigue
4. hold the applicable and current Rail Safety Worker Authorisation, trade licence and/or induction record e.g. Construction Industry Induction
5. must wear the appropriate Personal Protective Equipment (PPE)
6. have been briefed on the contents of the Worksite Protection Plan
7. have been shown the Worksite Protection Plan diagram
8. understand the kinds and limits of worksite protection in place
9. have been briefed about any new hazards and controls identified during the final site inspection (final site inspection must be conducted immediately before commencing work)

Mark each check box below with a tick [x] if the item applies or a cross [X] if the item does not apply.

- [] have been informed of the requirements of the electrical permit (if required)
[] have been briefed on the SWMS/SWIs/documentated safe work practice for the job
[] have been instructed in the controls recorded in this document and SWMS/SWIs
[] have been made aware of any hazardous materials/substances on site
[] have been briefed on Safety Data Sheets (SDS)
[] have been briefed on the WHS Management plan
[] have been briefed on the hazards of adjoining worksites/processes.

Table with 4 columns: Name, Signature, Time of briefing: hh:mm, Amendment briefing: hh:mm and initial. Multiple empty rows for data entry.

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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 from to

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

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 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

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 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
Protection Number	<input type="text"/>		Protection Number	<input type="text"/>	

Notes

8. Ending

Provide name and worksite location Workers and equipment clear of the Danger Zone Provide protection number Ended at hr

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INSTRUCTIONS:

1. Workers enter the rail corridor via access gate M25 20.921 U.
2. Protection Officer briefs workers about the worksite protection arrangements.
3. Protection Officer contacts the Signaller at Revesby 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 Revesby Panel to end ASB.
7. All workers egress the rail corridor via access gate M25 20.921 U.

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.

IMAGES:



Image 1 View of worksite towards Padstow station



Image 2: View of worksite towards Revesby station



Image 3 Access Gate M25 20.921 U

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Diagram



