

ASB Worksite Protection for Leppington Routine Network Maintenance Activities

DOCUMENT NO.	D2023/5836		
WORK DESCRIPTION	Routine network maintenance activities		
WPP Number	SW15C 12955	SAP Code	
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"> Up Leppington Main between LE35 Signal and LE56 Signal Down Leppington Main between LE33 Signal and LE54 Signal <p>For reference only:</p> <p>The assessed ASB protection for the worksite in the down Direction is;</p> <ul style="list-style-type: none"> LE23 signal and LE31 signal at STOP with blocking facilities applied on the Down Leppington Loop LE25 signal and LE33 signal at STOP with blocking facilities applied on the Down Leppington Main LE27 signal and LE35 signal at STOP with blocking facilities applied on the Up Leppington Main LE29 signal and LE37 signal at STOP with blocking facilities applied on the Up Leppington Loop <p>The assessed ASB protection for the worksite in the up Direction is;</p> <ul style="list-style-type: none"> LE56 signal and LE62 signal at STOP with blocking facilities applied on the Up Leppington Main LE54 signal and LE60 signal at STOP with blocking facilities applied on the Down Leppington Main 		
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>NWT 300 Planning work in the Rail Corridor</p> <p>NWT 308 Absolute Signal Blocking</p> <p>NPR 703 Using Absolute Signal Blocking</p> <p>NGE 200 Walking in the Danger Zone</p>		

Protection Officer assessment checklist

Protection Officer's name:		Yes (Tick if Yes)
This document is still current at the time of its application? (up to 12 months from the document issue date)		
SWI details and protection arrangements have been reviewed and validated for the assessed worksite location, including: <ul style="list-style-type: none"> On-site safety assessment has been completed for relevancy of works being undertaken The required protection details, environment and tasks are unchanged from the details of this SWI 		
The Protection Officer and Qualified Workers deploying qualifications are current and have practiced in the last 6 months. If not practiced, then a Rail Safety Coach must be contacted for guidance.		
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.

ASB Worksite Protection for Leppington Routine Network Maintenance Activities



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
<ul style="list-style-type: none"> Struck by rail traffic 	Implement ASB as per Network Rules and Procedures. Workers to remain within worksite limits. Workers are to stop work and move to a safe place immediately on being warned by the Protection Officer	Protection Officer
<ul style="list-style-type: none"> Live adjacent lines 	Protection Officer's pre work brief contains designated work and walk area instructions. All work must stop when warned by Protection Officer until rail traffic has passed.	Protection Officer
<ul style="list-style-type: none"> Access to / Egress from worksite Slips, trips, falls and hazards carrying equipment 	Access and egress points must be agreed prior to entering the danger zone, consideration should be given to ease of access and safest possible entry and exit points. 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 the worksite or safe place.	All
<ul style="list-style-type: none"> Mobile phones 	Mobile phones use is not permitted in the danger zone unless being used by maintenance staff for critical maintenance communications or recording of defects.	All

Safe Work Instruction



ASB Worksite Protection for Leppington Routine Network Maintenance Activities

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	5. have been briefed on the contents of the Worksite Protection Plan
2. are free from the effects of alcohol/drugs/fatigue	6. have been shown the Worksite Protection Plan diagram
3. hold the applicable and current Rail Safety Worker Authorisation, trade licence and/or induction record e.g. Construction Industry Induction	7. understand the kinds and limits of worksite protection in place
4. wear the appropriate Personal Protective Equipment (PPE)	8. 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>)

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 Leppington Routine Network Maintenance Activities



Worksite Protection Plan – Absolute Signal Blocking

Signaller Details

<input type="text" value="name"/>	Glenfield Panel	<input type="text" value="8568 3442"/>
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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"/>

Type of work:

2. Worksite Location

On the	<input type="text" value="Up Leppington Main"/>	from	<input type="text" value="LE 35 Signal"/>	to	<input type="text" value="LE 56 Signal"/>
On the	<input type="text" value="Down Leppington Main"/>	from	<input type="text" value="LE 33 Signal"/>	to	<input type="text" value="LE 54 Signal"/>

3. Protection to be used

Protection is required from other Signallers(s) 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

<input type="text" value="name"/>	Glenfield Panel	<input type="text" value="hr"/>	<input type="text" value="/ /"/>
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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

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

ASB Worksite Protection for Leppington Routine Network Maintenance Activities



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

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

Notes

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

Notes

ASB Worksite Protection for Leppington Routine Network Maintenance Activities

INSTRUCTIONS:

1. Workers enter rail corridor via access gate
2. Protection Officer contacts Glenfield Panel and requests an ASB as detailed above.
3. Protection Officer briefs workers on protection arrangements and safe places before the ASB has been authorised. Start work within the limits of the nominated worksite location.
4. After ASB has been granted and assurances confirmed, work commences
5. Protection Officer warns workers of rail traffic approach and ASB when suspension is required
6. Workers immediately move to a safe place when warned.
7. Repeat steps 4 – 6 until work is complete work.
8. PO contacts Glenfield Panel to end the ASB.

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: Down cess near LE 31 signal towards Leppington Station.

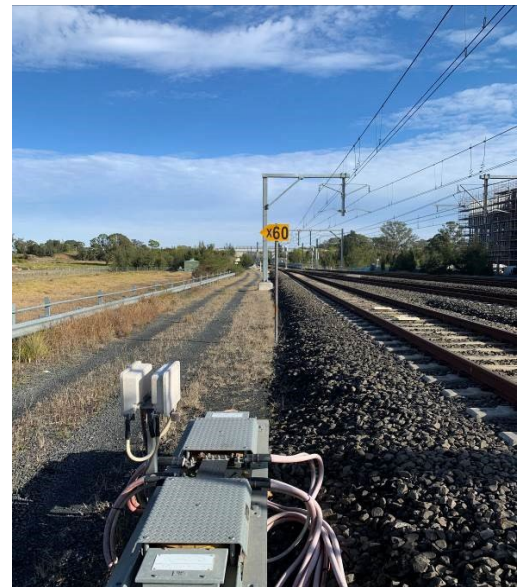


Image 2: Down cess near LE 31 signal towards Leppington Yard.



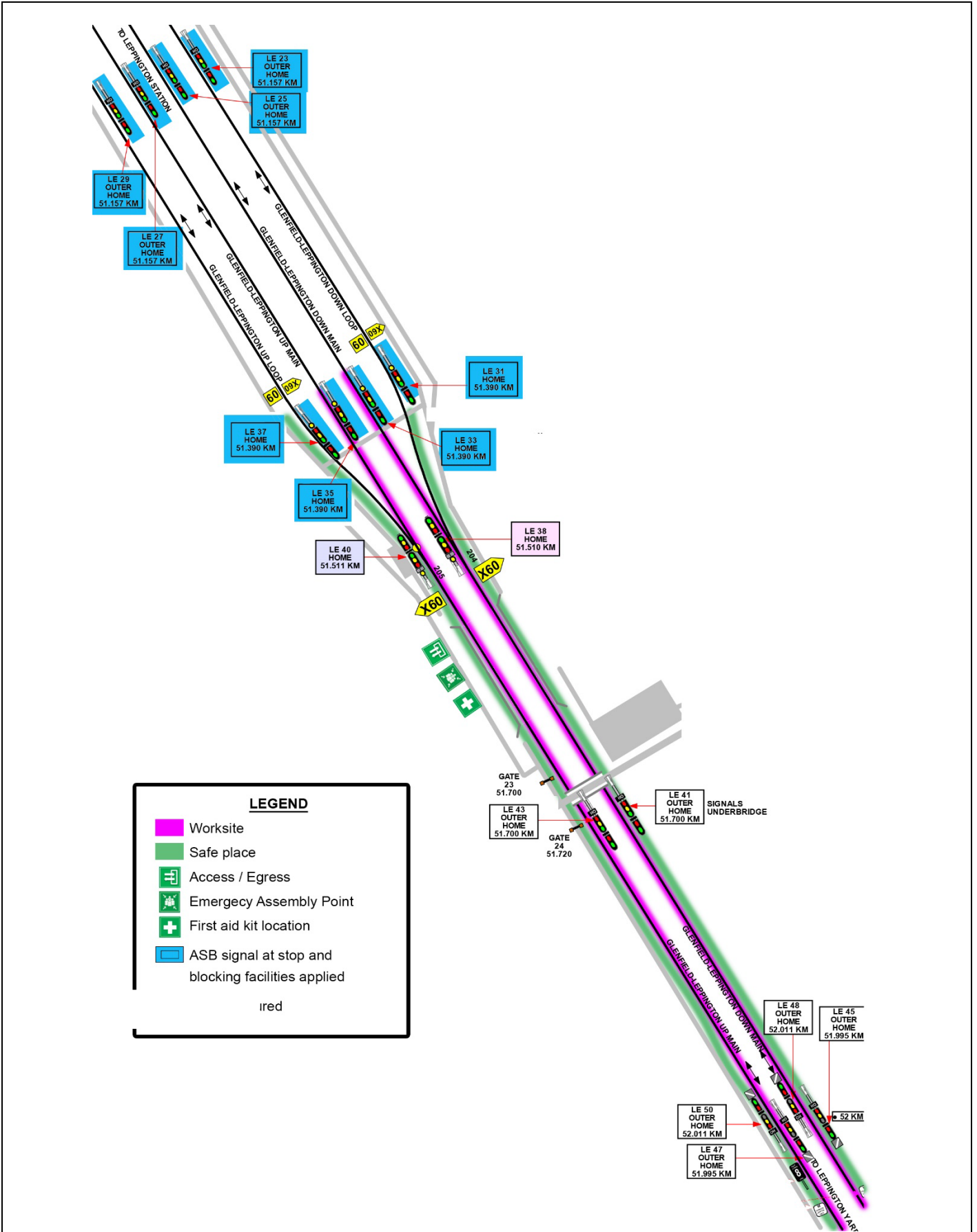
Image 3: View from countryside of Leppington station towards Leppington yard.



Image 4: View from Leppington yard towards Leppington station.

ASB Worksite Protection for Leppington Routine Network Maintenance Activities

Diagram



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