


# ASB Worksite Protection for Berowra Track Inspections and Maintenance

<b>WORK DESCRIPTION</b>	Track Inspections on 51, 52 and 53 Points at Berowra
<b>WPP NUMBER</b>	CN1BC 10002
<b>SCOPE</b>	<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"> <li>• Routine preventative and corrective work such as track and civil inspections and maintenance as appropriate for the type of protection being applied as part of this plan.</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:</b> Absolute Signal Blocking (ASB) arrangements:	<p>ASB established to exclude rail traffic on the <b>Up Main</b> is at fixed worksite from 27.20 Signal to B8 Signal, Down <b>Main</b> and <b>Down Passing Loop</b> is at a fixed worksite location from B3 Signal to 28.5 Signal.</p> <p>The assessed ASB protection for the Up Main is:</p> <ul style="list-style-type: none"> <li>• <b>B8 Signal and B12 Signal</b> at STOP with blocking facilities applied on the Up Main.</li> <li>• <b>B6 Signal at STOP</b> with blocking facilities applied and <b>52 points secured</b> to prevent access on the worksite from the Down Main</li> </ul> <p>The assessed ASB protection for the Down Main and Down passing loop is:</p> <ul style="list-style-type: none"> <li>• <b>B1 Signal and B3 Signal</b> at STOP with blocking facilities applied on the Down Main.</li> <li>• <b>B5 Signal at STOP</b> with blocking facilities applied and <b>52 points secured</b> to prevent access on the worksite from the Up Main.</li> </ul> <p>Workers must move to a Safe Place if the ASB is suspended</p>
<b>Lookout Working Arrangements:</b>	<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"> <li>• Protection Officer requires a phone to contact the Signaller</li> </ul> <p>Lookouts require a high-visibility arm sleeve and a whistle / horn</p>
<b>PRESTART REQUIREMENTS:</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> <ul style="list-style-type: none"> <li>• <i>NLA 310 Hornsby to Gosford</i></li> </ul>
<b>FURTHER INFORMATION:</b>	Track Inspections on 51, 52 and 53 Points at Berowra

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Protection Officer assessment checklist		
<b>Protection Officer's name:</b>		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: **Track Inspections and Maintenance**

Worksite protection: **ASB** 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 Workers are to stop and move to a safe place immediately on being warned by the Protection Officer	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>Access to / Egress from worksite</b>	Protection Officer will assess and instruct when it is safe for workers to use NGE 200 Walking in the Danger Zone to move to and from the worksite or safe place. <b>Workers must not cross tracks within 75m of platforms using NGE 200, and to utilise platforms and stairs</b>	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

A final site inspection has been conducted immediately before commencing work, and any new hazards and controls have been included.

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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 <input type="text" value="Down Main and Down Passing Loop"/>	from <input type="text" value="B3 Signal"/>	to <input type="text" value="28.5 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"/>
Protection is required from other Signallers at <input type="text" value="Location / panel"/>	<input type="text" value="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  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" value="hr"/>	ASB suspended at	<input type="text" value="hr"/>	ASB suspended at	<input type="text" value="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" value="hr"/>	ASB re-established at	<input type="text" value="hr"/>	ASB re-established at	<input type="text" value="hr"/>
Protection No	<input type="text"/>	Protection No	<input type="text"/>	Protection No	<input type="text"/>

**8. Ending**

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

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<b>6. Temporarily Suspending ASB</b>					
Provide the name and worksite location Workers and equipment are clear of the Danger Zone Provide protection number	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Provide the name and worksite location Workers and equipment are clear of the Danger Zone Provide protection number	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	Provide the name and worksite location Workers and equipment are clear of the Danger Zone Provide protection number	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
ASB suspended at	hr	ASB suspended at	hr	ASB suspended at	hr
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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
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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	

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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	

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**Worksite Protection Plan – Absolute Signal Blocking**

**6. 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:

**7. Worksite Location**

On the <input type="text" value="Up Main"/>	from <input type="text" value="B8 Signal"/>	to <input type="text" value="27.20 Signal"/>
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**8. Protection to be used**

<input type="text" value="Signal(s) at STOP with blocking facilities applied"/>	<input type="text" value="Points secured"/>
Protection is required from other Signallers at <input type="text" value="Location / panel"/>	<input type="text" value="Location / panel"/>

**9. 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

**10. Authorisation**

Authorised by Signaller    / /

Protection Number  Notes

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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	

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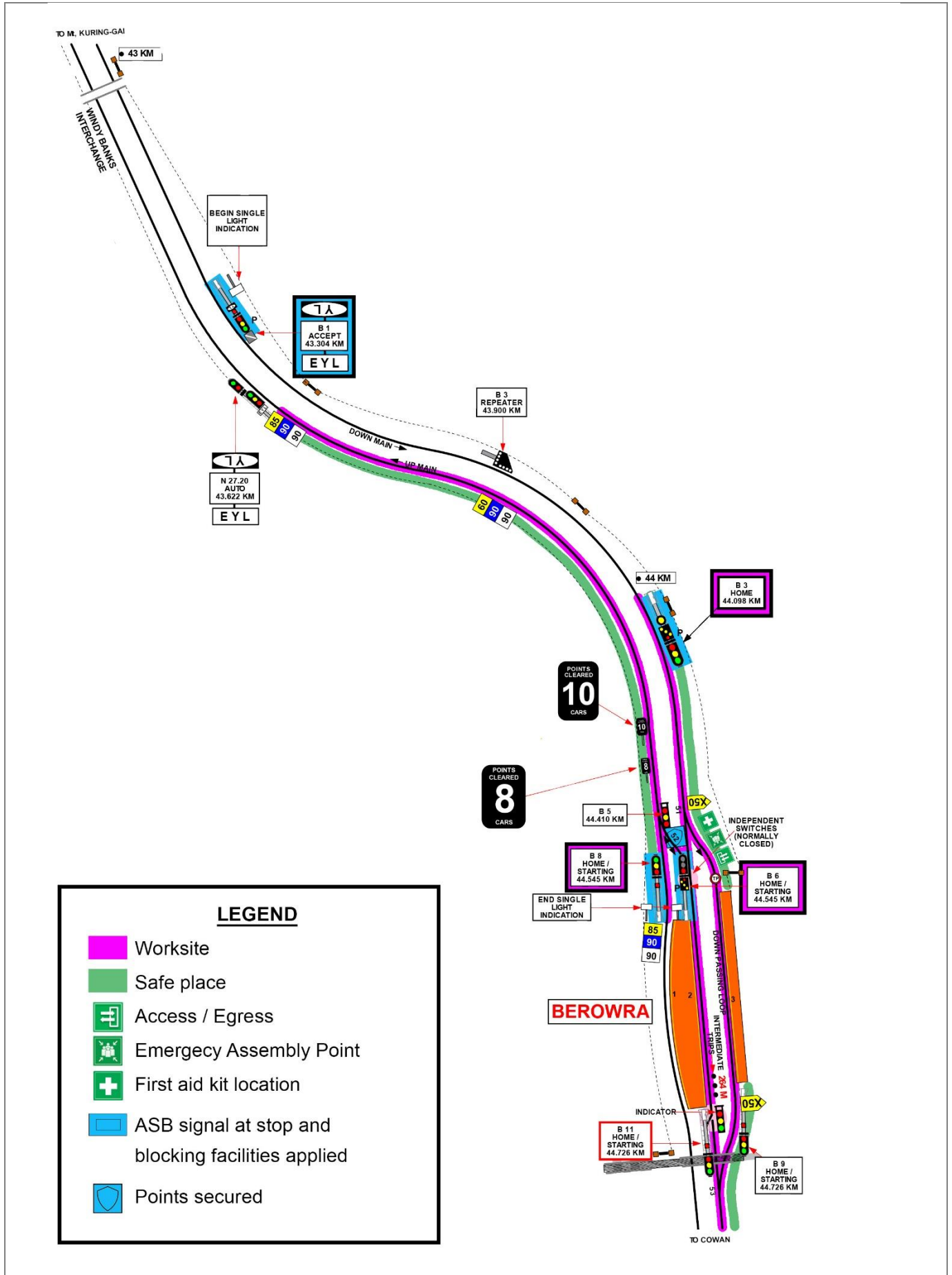
<b>INSTRUCTIONS:</b>	<ol style="list-style-type: none"> <li>1. Workers enter the rail corridor via N00 44.735 U on Berowra Parade</li> <li>2. Protection Officer briefs workers about the worksite protection arrangements.</li> <li>3. Protection Officer contacts the Signaller at Hornsby North Panel to request ASB on Down Main and Down passing loop.</li> <li>4. After ASB has been authorised. start work within the limits of the nominated worksite location on the Down Main and Down passing loop.</li> <li>5. When all work is complete, workers move into safe place.</li> <li>6. Protection officer contacts Hornsby North panel and ends the ASB on the Down main and Down passing loop.</li> <li>7. Protection officer to contact Hornsby North panel and request ASB on Up Main.</li> <li>8. After work is complete, and everyone is in a Safe place. Protection Officer contact the Signaller at Hornsby North Panel to end ASB on Up Main.</li> <li>9. After ASB has been authorised. start work within the limits of the nominated worksite location on the Up Main.</li> <li>10. When all work is complete, workers move into safe place.</li> <li>11. Protection officer contacts Hornsby North panel and ends the ASB on the Up main.</li> <li>12. All workers egress the rail corridor via N00 44.735 U on Berowra Parade.</li> </ol>
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<b>ADDITIONAL DETAILS</b>	<p><b>Two way Running</b></p> <p>The Down Main from both 51 and 52 points to 53 points is Bi-Directional so rail traffic may approach. Platform 2 may also have Stabled Rail Traffic</p> <p><b>Suspending ASB</b></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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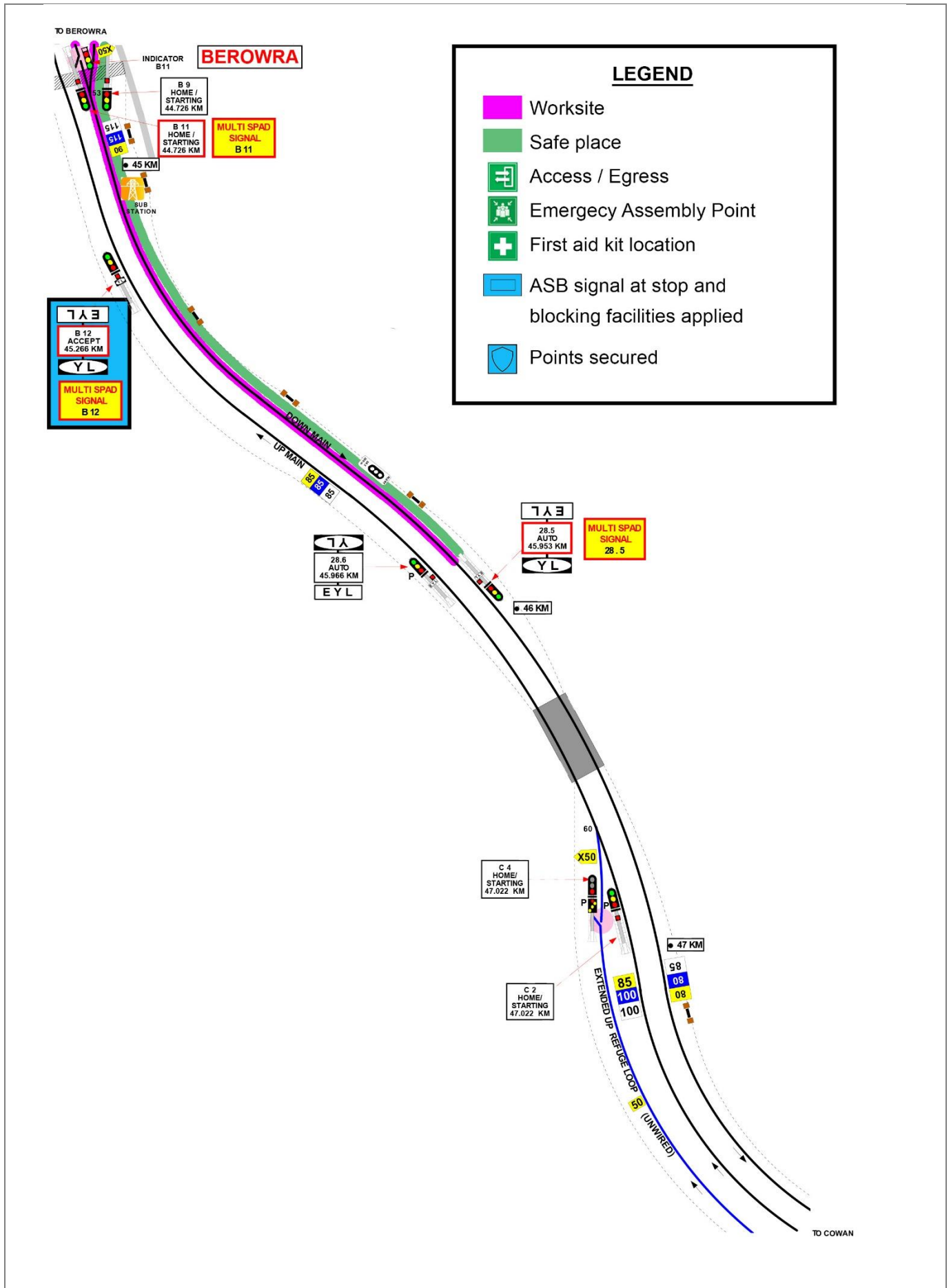
<b>IMAGES:</b>	 <p><b>Image 1:</b> Access gate at end of Berowra Parade on the Upside</p>	 <p><b>Image 2:</b> View of the access on the Up Side.</p>
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Diagrams



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