

ASB Worksite Protection for Gordon Routine Network Maintenance Activities


WORK DESCRIPTION	Routine network maintenance activities
WPP NUMBER	CN12C 10461
SCOPE	<p>This SWI is applicable for the worksite protection arrangements using ASB for routine network maintenance activities performed by the City North maintenance teams.</p> <p>Work activities include:</p> <ul style="list-style-type: none"> • Track Inspections and measurements • Signals Maintenance • Track –circuit testing • Train stops maintenance • OHW Inspections and measurements
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 the Up Shore and Local Platform Road is at a fixed worksite location from GN20 Signal to SH 10.46 Signal .</p> <p>The assessed ASB protection is:</p> <ul style="list-style-type: none"> • GN 20 and GN 22 signals at STOP with blocking facilities applied on the Up Shore line. • GN 18 Signal at STOP with 50 and 52 points secured in normal position to prevent access to the worksite.
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><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> <p><i>NLA 304 Central to Hornsby</i></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 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
Approaching rail traffic (Bi-Directional)	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
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 NGE 200 Walking in the Danger Zone to move to and from the worksite or safe place.	All
Mobile phone distraction	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	Up Shore	from	GN20	to	SH10.46
	Local Platform Road		GN20		SH10.46

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

<input type="text" value="name"/>	North Shore panel	hr	/	/
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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 style="width:10%;" type="text"/> hr	ASB suspended at <input style="width:10%;" type="text"/> hr	ASB suspended at <input style="width:10%;" type="text"/> 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 <input style="width:20%;" type="text" value="rail traffic ID"/>	The last rail traffic to pass the protection was <input style="width:20%;" type="text" value="rail traffic ID"/>	The last rail traffic to pass the protection was <input style="width:20%;" type="text" value="rail traffic ID"/>
The last known location of rail traffic is <input style="width:20%;" type="text" value="location"/>	The last known location of rail traffic is <input style="width:20%;" type="text" value="location"/>	The last known location of rail traffic is <input style="width:20%;" 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 style="width:10%;" type="text"/> hr	ASB re-established at <input style="width:10%;" type="text"/> hr	ASB re-established at <input style="width:10%;" type="text"/> hr
Protection No <input style="width:15%;" type="text"/>	Protection No <input style="width:15%;" type="text"/>	Protection No <input style="width:15%;" type="text"/>

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6. Temporarily Suspending ASB					
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
7. Re-establish ASB assurances					
The worksite location is identical All points of entry into the affected portion of track are protected and blocking facilities applied	<input type="checkbox"/> <input type="checkbox"/>	The worksite location is identical All points of entry into the affected portion of track are protected and blocking facilities applied	<input type="checkbox"/> <input type="checkbox"/>	The worksite location is identical All points of entry into the affected portion of track are protected and blocking facilities applied	<input type="checkbox"/> <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 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
7. Re-establish ASB assurances					
The worksite location is identical All points of entry into the affected portion of track are protected and blocking facilities applied	<input type="checkbox"/> <input type="checkbox"/>	The worksite location is identical All points of entry into the affected portion of track are protected and blocking facilities applied	<input type="checkbox"/> <input type="checkbox"/>	The worksite location is identical All points of entry into the affected portion of track are protected and blocking facilities applied	<input type="checkbox"/> <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	

8. Ending

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Provide name and worksite location

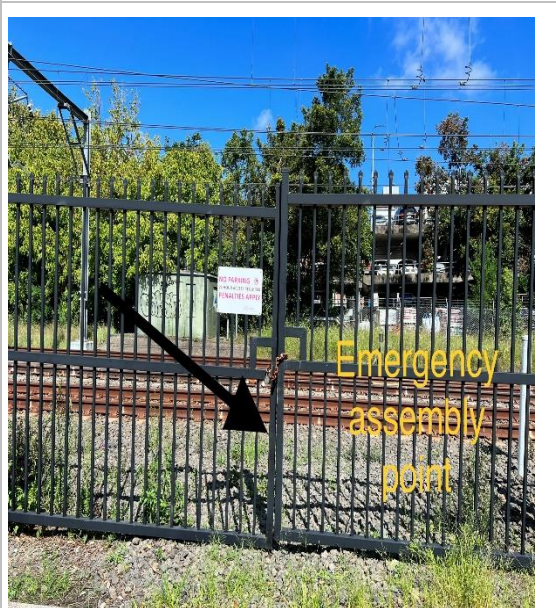

Workers and equipment clear of the Danger Zone

Provide protection number

Ended at

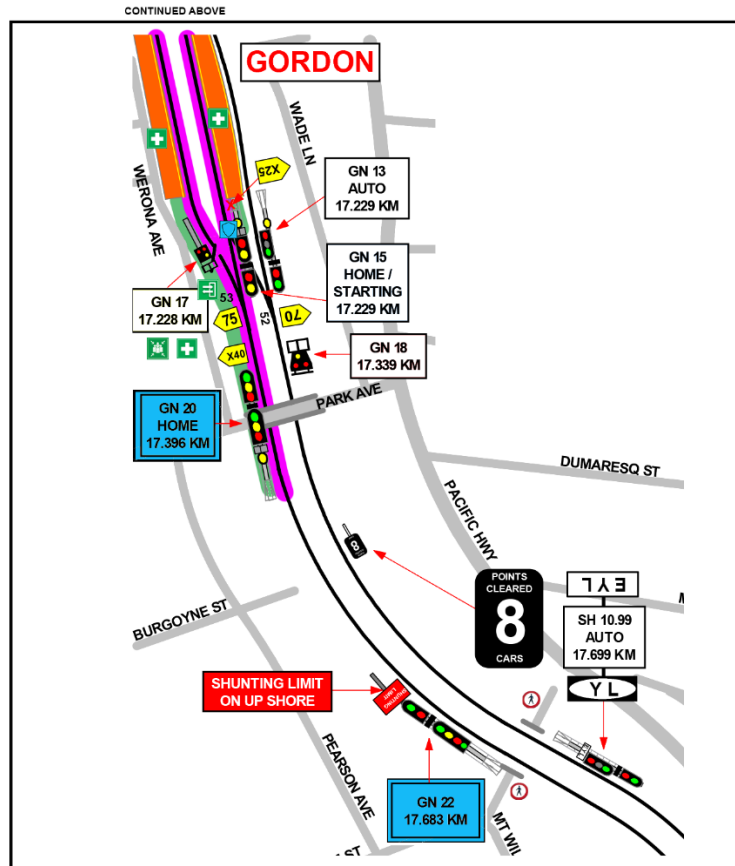
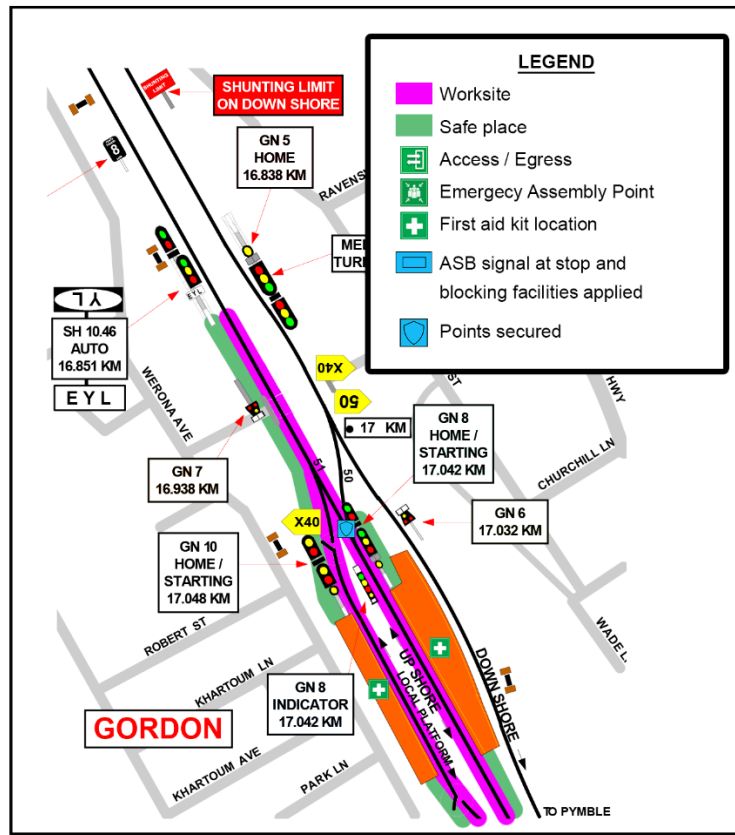
hr

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<p>INSTRUCTIONS:</p>	<ol style="list-style-type: none"> Workers enter the rail corridor via GATE N30 17.045U Protection Officer briefs workers about the worksite protection arrangements. Protection Officer contacts the Signaller at North Shore Panel to request ASB. After ASB has been authorised. start work within the limits of the nominated worksite location. After work is complete, workers move to a safe place. Protection Officer contacts the Signaller at North Shore panel to end ASB. All workers egress the rail corridor via Gate N30 17.045U
<p>ADDITIONAL DETAILS</p>	<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> <p>Rail Traffic that enters Gordon Platform 2 on the Down Shore line may travel onto the Up Shore through 50 and 52 points. The ASB maybe suspended for an extended period because of this.</p>
<p>IMAGES:</p>	<div style="display: flex; justify-content: space-around;"> <div data-bbox="359 694 917 1451">  <p>Image 1: Access gate at Gordon Commuter Car park at 17.260km for Emergencies.</p> </div> <div data-bbox="917 694 1536 1451">  <p>Image 2: Access Gate to worksite GATE N30 17.045U at Werona Ave</p> </div> </div>

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Diagram



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