

DOCUMENT NO.	D2022/2789
WORK DESCRIPTION:	Track inspections and maintenance
WPP NUMBER:	CN3A1 12769
SCOPE:	<p>This SWI is only applicable for the worksite protection arrangements of the routine civil track inspections and maintenance activities performed by the City North Civil team in Hornsby Down Sidings. Work activities include:</p> <ul style="list-style-type: none"> • Civil track inspections and measurements • Track maintenance • Points inspections and maintenance
AUTHORISATIONS:	<p>Protection Officer: Protection Officer Level 1 or higher</p> <p>Qualified Worker: Hand signaller Level 1 or higher</p>
SAFETY CONTROLS:	<p>The nominated worksite location for this protection is the No. 1 Down Siding, No. 2 Down Siding, Electrical Engineering Siding from clear of 551 Points to End of Terminal Line (No. 2 Down Siding).</p> <p>551 points is clipped and locked in the normal position to prevent rail traffic entry into the worksite location.</p>
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/Network Controller. • Protection Officer requires a standard point clip to clip and lock the points allowing entry into the sidings.
FURTHER INFORMATION:	<p><i>NWT 300 Planning work in the Rail Corridor</i></p> <p><i>NPR 707 Clipping points</i></p> <p><i>NPR 712 Protecting work from rail traffic on adjacent lines.</i></p> <p><i>NGE 200 Walking in the Danger Zone</i></p> <p><i>NLA 302 Hornsby</i></p>

Safe Work Instruction**Worksite Protection for Hornsby Down Sidings routine network maintenance activities****Protection Officer assessment checklist**

Protection Officer's name:		Yes <i>(Tick if yes)</i>
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.

Safe Work Instruction

Worksite Protection for Hornsby Down Sidings routine network maintenance activities



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. environment, plant, equipment, human error)	Controls (to be implemented to eliminate or reduce the risk to the lowest practicable level)	Person responsible for Control
Approaching rail traffic	Rail traffic will be excluded from entering the worksite by clipping and locking 551 points in the normal position. Workers must remain within worksite limits.	Protection Officer
Live adjacent lines	Closest adjacent track is the Down Relief and is to be treated as live. Designated work and walk areas as per Protection Officer's instructions. Workers must stay clear of the Down Relief unless adjacent line protection is in place.	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. Mobile phones may only be used 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.

Safe Work Instruction

Worksite Protection for Hornsby Down Sidings routine network maintenance activities



Worksite Protection Plan – Working within Maintenance Centre or stabling yards.

Signaller Details

<input type="text" value="name"/>	Hornsby Main	02 9701 1510
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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 inspections and maintenance**

Worksite Location (tick the tracks that apply)		
On the	<input type="text" value="Electrical Engineering siding"/>	<input type="checkbox"/>
	<input type="text" value="No. 1 Down siding"/>	<input type="checkbox"/>
	<input type="text" value="No. 2 Down siding"/>	<input type="checkbox"/>
between	<input type="text" value="Clear of 551 Points"/>	and
	<input type="text" value="End of Terminal Line (No. 2 Down Siding)"/>	

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

INSTRUCTIONS:	<ol style="list-style-type: none"> 1. Protection Officer briefs workers about the worksite protection arrangements. 2. Protection Officer contacts the Signaller at Hornsby Main to arrange 551 points secured in the normal position to prevent rail traffic entry into the No. 1 Down siding, No. 2 Down siding and the Electrical Engineering siding. 3. Workers enter rail corridor via double gate N00 34.228 D in Hornsby Network Base compound. 4. Instruct Qualified Workers to clip and lock 551B points in the normal position on the North Down relief to exclude rail traffic from the worksite. 5. If applicable, prevent any stabled rail traffic within the sidings from moving. 6. Workers start work. 7. After work is completed, move all workers and equipment into a safe place. 8. Instruct Qualified Workers to remove point clip on 551B points. 9. Protection Officer contacts the Signaller at Hornsby Main to confirm that work site complete, point clips have been removed, workers and equipment are clear of the Danger Zone and if any restrictions need to be applied.
ADDITIONAL DETAILS	<p>When clipping and locking 551B points, it is critical that the Qualified Worker makes sure that the points are in the correct position (normal) to prevent the entry of rail traffic into the worksite. Qualified workers must also take into consideration that rail traffic can approach from either direction on the North Down relief when clipping and locking these points.</p>

WORKSITE

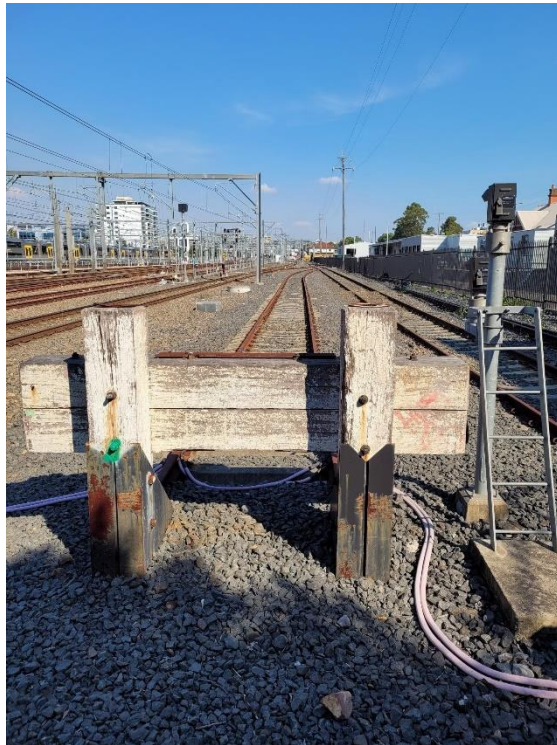


Image 1: View of buffer stop at Country End of Terminal Line for No. 1 Down siding

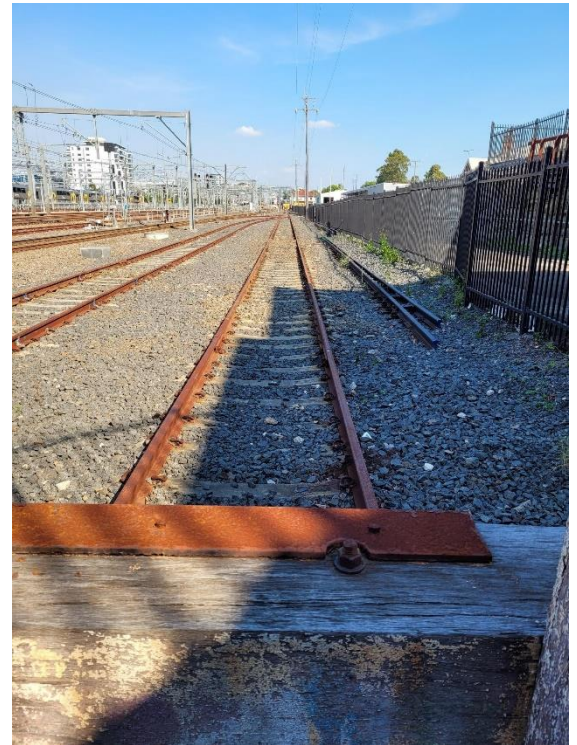


Image 2: View of buffer stop at Country End of Terminal Line for No. 2 Down siding

WORKSITE / POINTS CLIPPED AND LOCKED

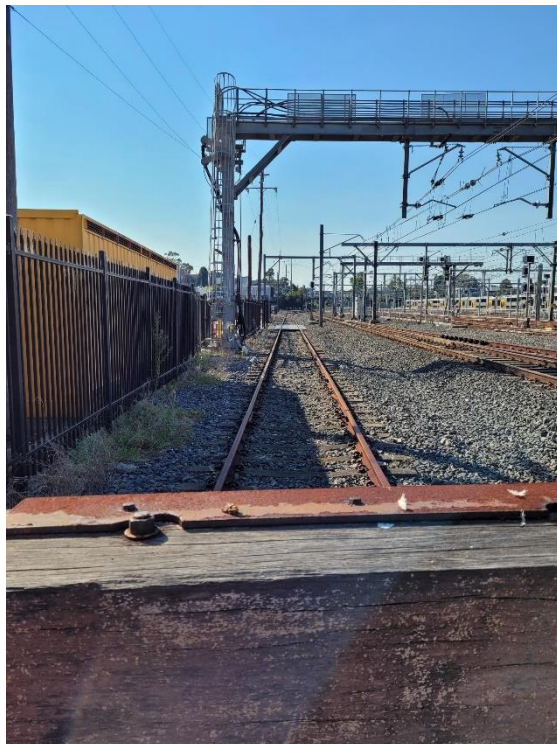


Image 3: View of buffer stop at City End of Terminal Line for No. 2 Down siding.

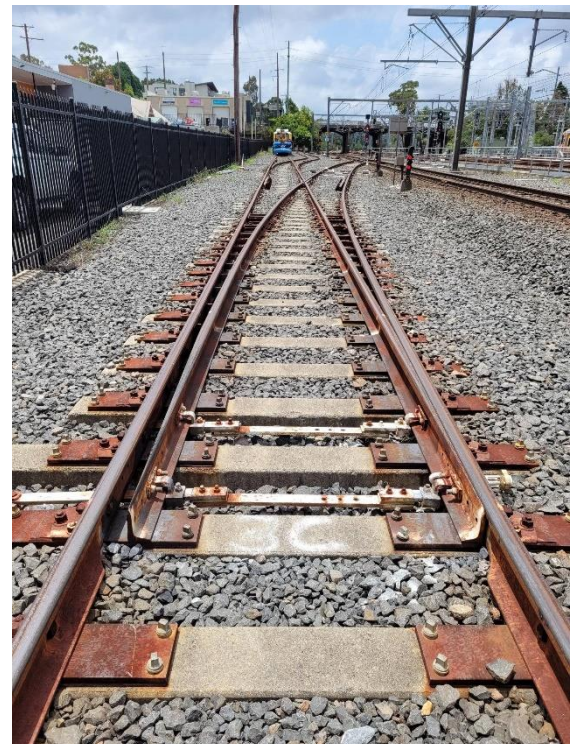


Image 4: View of 551A Points (labelled 3C) from within the No. 2 Down Siding.

ACCESS /
EGRESS AND
LIVE ADJACENT
LINE

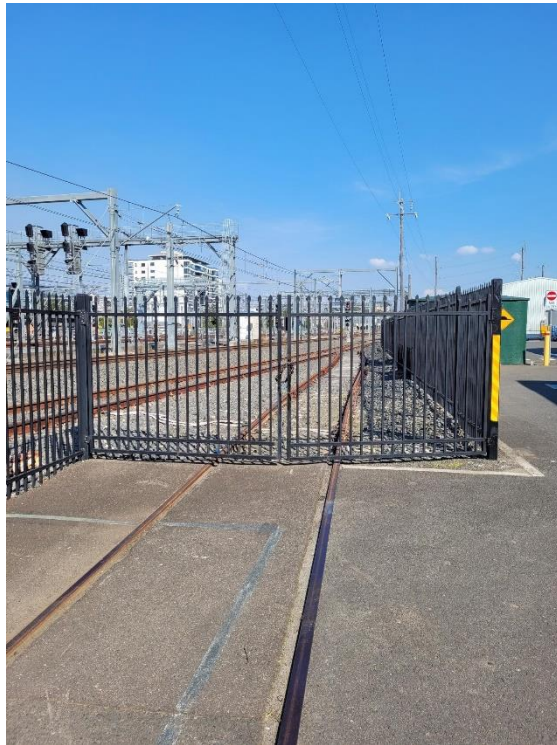


Image 5: Access/egress Gate N00 34.228 D (unmarked) into rail corridor from Hornsby Network Base compound.

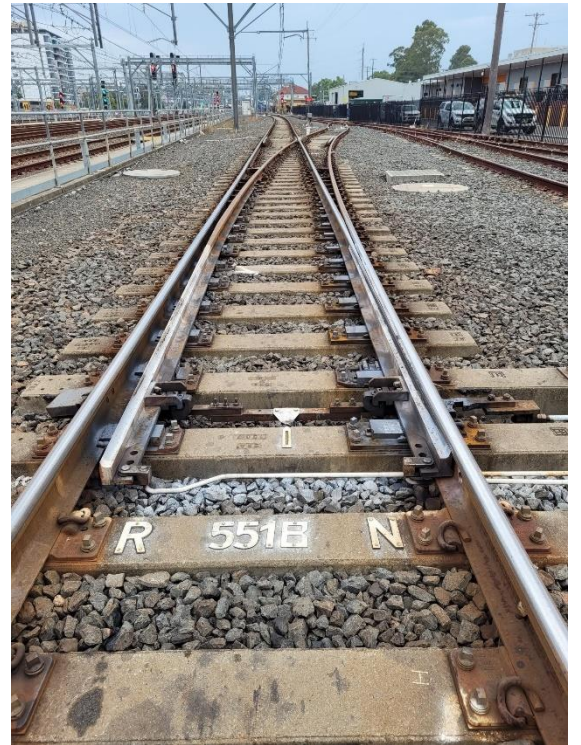


Image 6: (Live adjacent line): View of 551B points in the normal position from Down Relief leading into worksite. These points are to be clipped and locked in the normal position to prevent entry into the worksite.

