


# ASB Worksite Protection for Tempe Routine Network Maintenance Activities

<b>WORK DESCRIPTION</b>	Routine network maintenance activities - Tempe - ASB
<b>WPP NUMBER</b>	CS11C 10112
<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 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:</p> <ul style="list-style-type: none"> <li><b>Up Illawarra Local</b> between <b>SM 648 IL signal</b> and <b>SM 636 IL Signal</b>.</li> <li><b>Down Illawarra Local</b> between <b>SM 639 IL signal</b> and <b>SM 647 IL Signal</b>.</li> </ul> <p style="color: orange;">For reference only;</p> <p>The assessed ASB protection is:</p> <ul style="list-style-type: none"> <li><b>SM629 IL</b> and <b>SM639 IL</b> Signal at <b>STOP</b> with blocking facilities applied on <b>Down Illawarra Local</b></li> <li><b>SM656 IL</b> and <b>SM648 IL</b> Signals at <b>STOP</b> with blocking facilities applied on <b>Up Illawarra Local</b></li> <li><b>750 Points</b> Secured in <b>Normal</b>, with <b>SM650 I Signal</b> Route Blocked on <b>Up Illawarra</b></li> <li><b>746 Points</b> Secured in <b>Normal</b> and <b>SM641 G Signal</b> at <b>STOP</b> with blocking facilities applied on <b>Down Goods</b></li> <li><b>747 Points</b> Secured in <b>Normal</b> and <b>SM643 Signal</b> at <b>STOP</b> with blocking facilities applied on <b>Up Goods</b></li> <li><b>749 Points</b> Secured in <b>Normal</b></li> </ul>
<b>PRESTART REQUIREMENTS:</b>	<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"> <li>Protection Officer requires a phone to contact the Signaller</li> <li>Lookouts require a high-visibility arm sleeve and a whistle / horn</li> </ul>
<b>FURTHER INFORMATION:</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> <p><i>NLA 402 Sydenham</i></p>

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Protection Officer assessment checklist		
<b>Protection Officer's name:</b>		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.*

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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
<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.	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**

name	signature	contact no.
RSW or RIW no.	designation	Planned Duration

Type of work:

**2. Worksite Location**

On the	Down Illawarra Local	from	SM639 IL Signal	to	SM647 IL Signal
On the	Up Illawarra Local	from	SM 648 IL Signal	to	SM 636 IL Signal

**3. Protection to be used**

Signal(s) at STOP with blocking facilities applied	Points secured	
Protection is required from other Signallers at	Location / panel	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  rail traffic ID The last known location of rail traffic is  location

Confirm that there is no rail traffic between the protection and the worksite

**5. Authorisation**

Authorised by Signaller

name	Wolli Creek 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 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 rail traffic to pass the protection was	<input type="text"/> rail traffic ID	The last rail traffic to pass the protection was	<input type="text"/> rail traffic ID	The last rail traffic to pass the protection was	<input type="text"/> rail traffic ID
The last known location of rail traffic is	<input type="text"/> location	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	ASB re-established at	<input type="text"/> hr
Protection No	<input type="text"/>	Protection No	<input type="text"/>	Protection No	<input type="text"/>

**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

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 rail traffic to pass the protection was	<input type="text"/> rail traffic ID	The last rail traffic to pass the protection was	<input type="text"/> rail traffic ID	The last rail traffic to pass the protection was	<input type="text"/> rail traffic ID
The last known location of rail traffic is	<input type="text"/> Location	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	ASB re-established at	<input type="text"/> hr
Protection No	<input type="text"/>	Protection No	<input type="text"/>	Protection No	<input type="text"/>

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 rail traffic to pass the protection was	<input type="text"/> rail traffic ID	The last rail traffic to pass the protection was	<input type="text"/> rail traffic ID	The last rail traffic to pass the protection was	<input type="text"/> rail traffic ID
The last known location of rail traffic is	<input type="text"/> location	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	ASB re-established at	<input type="text"/> hr
Protection No	<input type="text"/>	Protection No	<input type="text"/>	Protection No	<input type="text"/>

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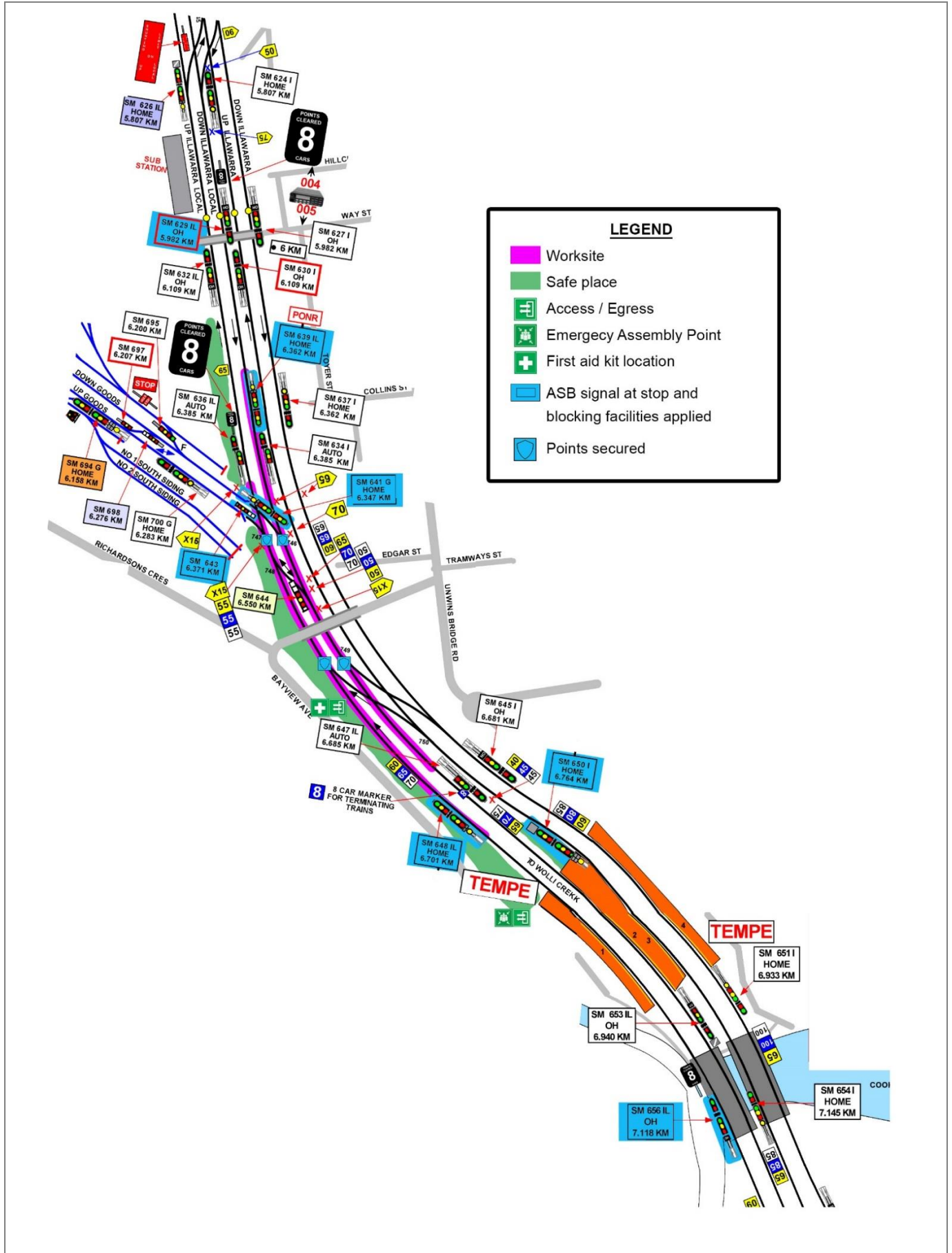
<b>INSTRUCTIONS:</b>	<ol style="list-style-type: none"> <li>1. Workers enter the rail corridor via <b>100 6.733 U</b> at the City end of <b>Tempe Station Upside</b> carpark.</li> <li>2. Protection Officer briefs workers about the worksite protection arrangements.</li> <li>3. Protection Officer contacts the Signaller at <b>Wolli Creek Panel</b> to request ASB on the <b>Up and Down Illawarra Locals</b>.</li> <li>4. After ASB has been authorised. start work within the limits of the nominated worksite location.</li> <li>5. After work is complete, workers move to a safe place.</li> <li>6. Protection Officer contacts the Signaller at <b>Wolli Creek panel</b> to end ASB.</li> <li>7. All workers egress the rail corridor via <b>100 6.733 U</b> at the City end of <b>Tempe Station Upside</b> carpark</li> </ol>
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<b>ADDITIONAL DETAILS</b>	<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>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p><b>Image 1:</b> Access gate <b>100 6.733 U</b> Tempe Station</p> </div> <div style="text-align: center;">  <p><b>Image 2:</b> <b>746 and 747 points</b> within the worksite location</p> </div> </div>
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Diagram



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