


Lookout Working Worksite Protection for Meeks Road Junction Routine Network Maintenance Activities

WORK DESCRIPTION	Routine network maintenance activities – Meeks Road Junction – lookout working (moving worksite)
WPP NUMBER	CS8B 10088
SCOPE:	<p>This SWI is applicable for the worksite protection arrangements using lookout working 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: Protection Officer Level 1 or higher</p> <p>Lookout: Engineering Hand signaller Level 1 or higher or Protection Officer Level 1 or higher.</p>
SAFETY CONTROLS: Lookout working arrangements	<p>The nominated worksite location for Lookout Working includes all tracks within Meeks Road between clear of 740 Points to CR 711 Signal and Clear of 747 Points.</p> <p>The nominated worksite location for Lookout Working is a moving worksite, where workers are working along the track within the limits of the nominated worksite location up to the where the Lookout is established.</p> <p>As work moves along the track, the Protection Officer must assess the new location and:</p> <ul style="list-style-type: none"> • Establish and/or re-establish Lookouts as required to watch for approaching rail traffic from all entry points • Designate and instruct which safe places the workers are to use as the work is completed along the work route within the worksite limits.
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. • 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 310 Lookout Working</i></p> <p><i>NPR 711 Using Lookouts</i></p> <p><i>NPR 751 Calculating Minimum Warning Time</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 402 Sydenham</i></p> <p><i>Lookout Working Prohibited Locations Register</i></p>

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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.		
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.*

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Worksite Protection Pre-work Briefing

Briefing date: / /

Protection Officer details

name signature contact no.

Work location: **Meeks Road Junction**

Scope of work: **Routine Network Maintenance Activities**

Worksite protection: **Lookout Working** Refer to Worksite Protection Plan for details

Hazards <small>(e.g. environment, plant, equipment, human error)</small>	Controls <small>(to be implemented to eliminate or reduce the risk to the lowest practicable level)</small>	Person responsible for Control
Approaching rail traffic	<ul style="list-style-type: none"> Lookouts must be trained and competent to perform lookout duties. Lookouts must be rotated if performing lookout for extended periods of time. Workers to remain within worksite limits as set out in this procedure. Lookouts must be placed as per protection plan on page 8. Workers are to stop work and move to a safe place immediately on being warned by the lookouts 	Protection Officer and Lookout
Live adjacent lines	<ul style="list-style-type: none"> Lookouts must provide warning to workers when rail traffic is approaching from the adjacent line in either direction. 	Protection Officer and Lookout
Two - way running / multiple entry points into worksite	<ul style="list-style-type: none"> One Lookout placed watching each direction before work starts. Lookouts are to warn workers of approaching rail traffic, including rail traffic entering or travelling within the worksite. Workers are to stop work and move to a safe place. 	Protection Officer and Lookout
Obstruction to Minimum Sighting Distance	<ul style="list-style-type: none"> Lookouts must provide warning to the workers whenever their line of sight is obstructed by passing rail traffic. Workers must stop work and move to a safe place and reassess positioning and method 	Protection Officer and Lookout
Adjoining/Surrounding Worksites	<ul style="list-style-type: none"> Lookouts must have two independent audible warning devices that can be heard by workers over any noise generated by adjoining/surrounding worksites. Lookouts are to provide warning if their line of sight is obstructed by adjoining/surrounding worksites. 	Protection Officer and Lookout
Access to / Egress from worksite	<ul style="list-style-type: none"> 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. 	All
Slips, trips, falls and hazards carrying equipment	<ul style="list-style-type: none"> Protection Officer will assess and instruct when it is safe for workers to use NGE 200 Walking in the Danger Zone to move to the worksite or safe place. 	All
Mobile phone	<ul style="list-style-type: none"> 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

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 – Lookout Working

Signaller details

<input type="text" value="name"/>	Sydenham Panel	02 8568 3430
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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:

Worksite location

on the

All Tracks Within Meeks Road Includes: • Up Goods Line • Down Goods Line • North Shunting Neck	• Perway Siding • 1-2 South Siding • Up and Down North Fork	• Up and Down East Fork • Up and Down South Fork
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between and and

Worksite assessment

The Lookout Working Prohibited Locations Register been consulted Yes

Warning method

<input type="text" value="Horn"/>	<input type="text" value="Whistle"/>	<input type="text" value="Voice"/>
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Minimum Warning Time Calculations

Maximum track speed	<input style="width: 100px;" type="text" value="40km/h"/>
Number of Lookouts used	<input style="width: 50px;" type="text" value="2"/> Position of Lookouts <input style="width: 100px;" type="text" value="5.539km"/> to <input style="width: 100px;" type="text" value="6.500km"/>
Number of additional Lookouts* used	<input style="width: 50px;" type="text" value="0"/> Position of Lookouts <input style="width: 100px;" type="text" value="km"/> to <input style="width: 100px;" type="text" value="km"/>

* Add an additional 5 seconds See Time if an additional Lookout is used

Note - Lookouts are relocated to positions within these KMs as workers move along the worksite.

<input style="width: 50px;" type="text" value="2 sec"/>	+	<input style="width: 50px;" type="text" value="5 sec"/>	+	<input style="width: 50px;" type="text" value="10 sec"/>	= Minimum Warning Time (MWT)	<input style="width: 50px;" type="text" value="17 sec"/>	<input style="width: 50px;" type="text" value="40 km/h"/>	<input style="width: 50px;" type="text" value="189 metres"/>
<input style="width: 50px;" type="text" value="2 sec"/>	+	<input style="width: 50px;" type="text" value="5 sec"/>	+	<input style="width: 50px;" type="text" value="10 sec"/>		<input style="width: 50px;" type="text" value="17 sec"/>	<input style="width: 50px;" type="text" value="25 km/h"/>	<input style="width: 50px;" type="text" value="119 metres"/>
<input style="width: 50px;" type="text" value="2 sec"/>	+	<input style="width: 50px;" type="text" value="3 sec"/>	+	<input style="width: 50px;" type="text" value="10 sec"/>		<input style="width: 50px;" type="text" value="15 sec"/>	<input style="width: 50px;" type="text" value="15 km/h"/>	<input style="width: 50px;" type="text" value="65 metres"/>
<input style="width: 50px;" type="text" value="sec"/>	+	<input style="width: 50px;" type="text" value="sec"/>	+	<input style="width: 50px;" type="text" value="10 sec"/>		<input style="width: 50px;" type="text" value="sec"/>	<input style="width: 50px;" type="text" value="km/h"/>	<input style="width: 50px;" type="text" value="metres"/>
<i>See Time (S)</i>		<i>Move Time (M)</i>		<i>Safe Time</i>	<i>(S+M+10 sec = MWT)</i>	<i>Track speed</i>	<i>Minimum Sighting Distance as calculated</i>	

Note – Additional MWT calculations can be recorded in the Protection Officer’s Diary.

Where are the safe places identified for the Lookouts and the workers?

Lookouts:

Workers:

Ensure the workers have been briefed about these work details Yes

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Diagrams, notes, and detailed instructions are over the next pages. These are to be read and followed as part of this worksite protection plan for Lookout Working.

INSTRUCTIONS:

1. Workers enter the rail corridor via access gate **M52 6.037 U** off Carrington Street or via F Frame at the XPT Service Centre.
2. Protection Officer briefs workers about the worksite protection arrangements.
3. Protection Officer contacts **Sydenham Panel** and tells the Signaller about the use of Lookout Working.
4. For work between Carrington Road Level crossing and **CR 711 G Signal**, follow steps **5-15**. For work elsewhere in Meeks Road Junction, follow steps **16-18**.
5. Establish Lookouts at designated locations.
6. **Lookout 1** walks adjacent to the Up Goods line through the bridge to **SM 710 G Signal** (under NGE200) watching for trains approaching from Marrickville.
7. **Lookout 2** stands at **SM 701 NF Signal**, monitoring trains from the North Fork and the Goods line from (Tempe end).
8. Once Lookouts confirm that no approaching rail traffic is approaching, workers begin work, advancing up to **SM 710 G Signal**.
9. Workers relocate to a designated safe place.
10. **Lookout 1** at **SM 710 G Signal** relocates to **CR 711 G Signal** facing Marrickville. **lookout 2** moves to **SM 710 G Signal** watching for approaching trains from North Fork and the Goods Line from (Tempe-end) towards the bridge.
11. Once in position, Workers resume work progressing towards **CR 711 G Signal**, then turning back to work towards **SM 710 G Signal**.
12. Workers relocate to a designated safe place.
13. **Lookout 2** at **SM 710 G Signal** moves to **SM 701 NF Signal** monitoring trains from North fork and Tempe. **Lookout 1** at **CR 711 G Signal** moves back to **SM 710 G Signal** facing Marrickville.
14. Once repositioned, Workers resume work, advancing towards **SM 701 NF Signal**.
15. Workers relocate to a designated safe place.
16. Workers start work up to designated locations.
17. Workers move to safe place.
18. Re-establish Lookouts at next designated location.
19. Repeat **steps 16-18** until work is complete.
20. Workers move to a safe place.
21. Recall lookouts.
22. Workers egress the worksite via **M52 6.037 U Carrington Street gate**.
23. Protection Officer contacts **Sydenham Panel** to end Lookout Working.

ADDITIONAL DETAILS**Obstruction to Minimum Sighting Distance**

Stabled rail traffic on any tracks and conditions on the day may obstruct minimum sighting distance. When this hazard is identified, workers must stop work and move to a safe place until the Protection Officer makes an assessment and relocates lookouts to achieve the required minimum sighting distance.

Safe Places under bridge

Manholes are located throughout the underpass. Safe places have limited space for a maximum of 2 people. The Protection Officer must designate which manholes are to be used by whom when the lookout warns of approaching rail traffic.

Multiple entry points

Tracks are to be treated as bidirectional. Lookouts are placed to watch for rail traffic approaching from both directions and all points of entry into the worksite Rail traffic movements on other tracks may also obstruct minimum sighting distance requirements. When this is identified, workers must stop work and move to a safe place until the Protection Officer makes an assessment and repositions Lookouts to achieve the required Minimum Sighting Distance.

SPECIAL INSTRUCTIONS

Working near but clear of 740 Points

When performing work near 740 points, the Protection officer must position Lookouts as follows: One lookout at the SM 618 Signal in the UP cess to monitor trains from Tempe on the UP Illawarra Local, and another lookout at a safe location at SM 623 signal to monitor trains approaching in the wrong running direction from Sydenham on the Up Illawarra Local, prior to the commencement of work.

If works needs to continue through 740 Points onto the Up Illawarra Local, Protection Officer must complete another Worksite Protection Plan.

LOOKOUTS AND IMAGES



Image 1: View towards Up & Down Goods between level crossing & Bridge



Image 2: Lookout position at **SM 701 Signal** facing both the North Forks and Goods lines



Image 3: Safe places under the bridge

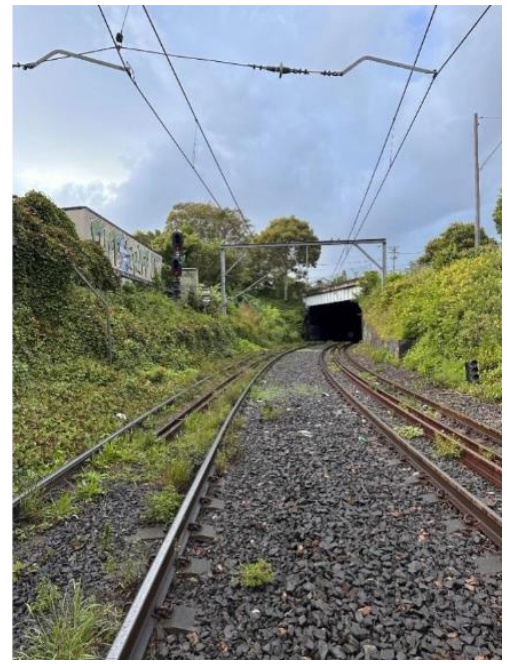


Image 4: View towards the Bridge at **SM710 G Signal.**

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IMAGES

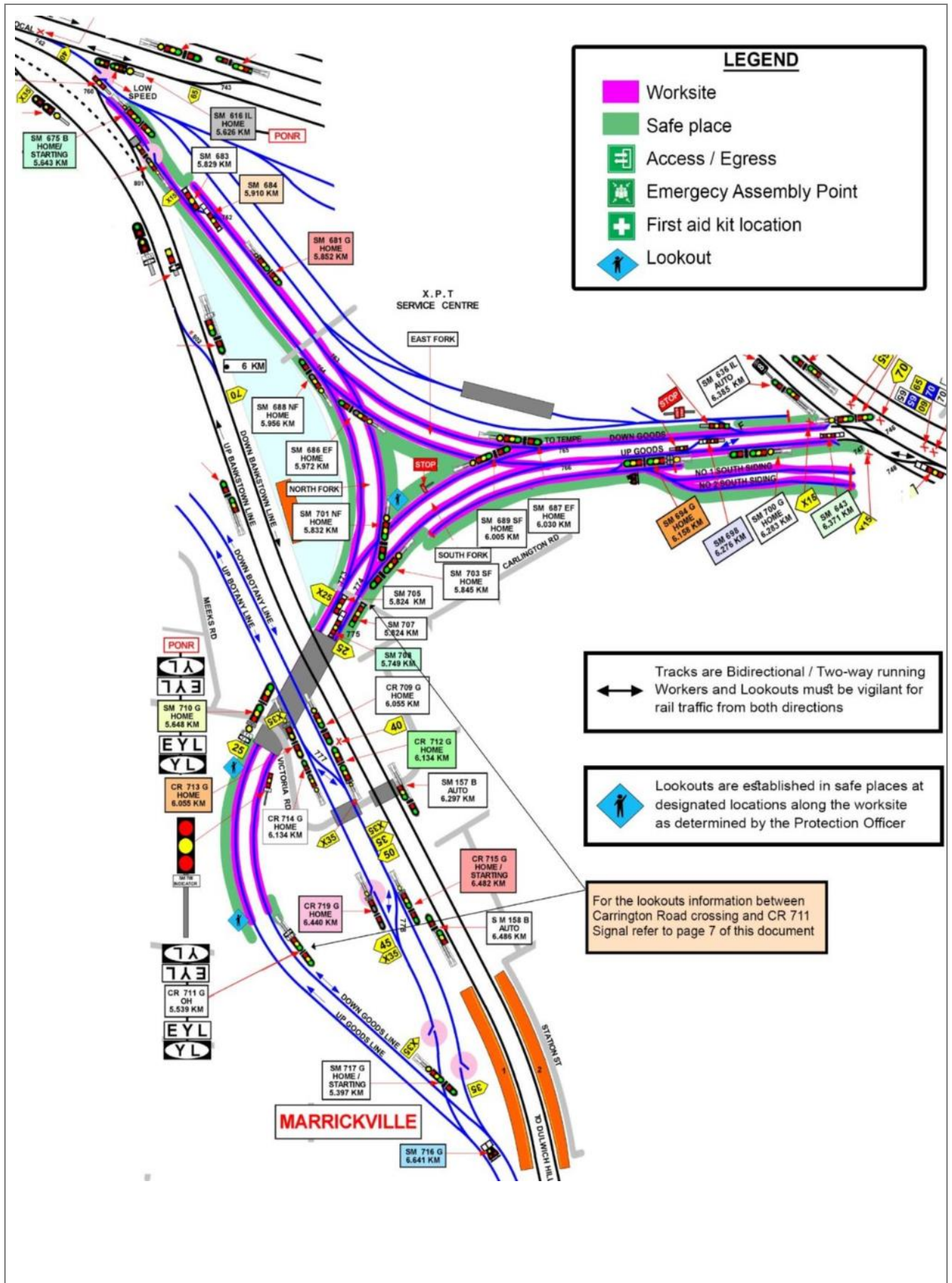


Image 5: Lookout positioned across from CR711 sig, boundary between Sydney Trains and ARTC. View towards 1 & 2 Platforms Marrickville



Image 6: Lookout positioned at Signal SM 618 adjacent to Up Illawarra Local

Diagram



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