


Lookout Working Worksite Protection for Turrella Routine Network Maintenance Activities

WORK DESCRIPTION	Routine network maintenance activities – Turrella – lookout working (moving worksite)
WPP NUMBER	CS16B 12798
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 the Up and Down Mains, Locals and Up and Down Airport at Turrella between Clear of 754 Points and M9.5 Signal.</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>Lookout Working Prohibited Locations Register</i></p> <p><i>NLA 402 Sydenham</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

Work location: **Turrella Up and Down Main and Local lines**

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"/>	Wolli Creek Panel	02 8568 3433
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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

on the

between 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="90 km/h"/>
Number of Lookouts used	<input style="width: 50px;" type="text" value="2"/> Position of Lookouts <input style="width: 100px;" type="text" value="7.200 km"/> to <input style="width: 100px;" type="text" value="9.469 km"/>
Number of additional Lookouts* used	<input style="width: 50px;" type="text" value="1"/> Position of Lookouts <input style="width: 100px;" type="text" value="7.850 km"/> to <input style="width: 100px;" type="text" value="8.000 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.

7 sec	+	3 sec	+	10 sec	= Minimum Warning Time (MWT)	20 sec	85 km/h	473 metres	
7 sec	+	3 sec	+	10 sec		20 sec	80 km/h	445 metres	
2 sec	+	5 sec	+	10 sec		17 sec	90 km/h	425 metres	
2 sec	+	5 sec	+	10 sec		17 sec	85 km/h	402 metres	
2 sec	+	3 sec	+	10 sec		15 sec	70 km/h	292 metres	
2 sec	+	3 sec	+	10 sec		15 sec	55 km/h	230 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 (M25 8.137 U)** located off Henderson Road opposite Bus Depot.
2. Protection Officer briefs workers about the worksite protection arrangements.
3. Protection Officer contacts **Wolli Creek** panel and tells the Signaller about the use of Lookout Working.
4. Establish Lookouts at designated locations.
5. Workers start work up to designated locations.
6. Workers move to safe place.
7. Re-establish Lookouts at next designated location.
8. Repeat steps 6-8 until work is complete.
9. Workers move to a safe place.
10. Recall lookouts.
11. Workers egress the worksite via Turrella Station
12. Protection Officer contacts **Wolli Creek panel** to end Lookout Working.

ADDITIONAL DETAILS**Sighting Distance**

An additional lookout is required for work conducted between 8.350 km and 8.000 km on the Down East Hills and Down Airport line to ensure the necessary sighting distance. An additional lookout must be positioned between 7.850 km and 8.000 km, situated between the Up and Down East Hills. **(Whistle and Horn must be used)**

S-Bend between Turrella and Bardwell Park

Works conducted on the Up Main and Up Local between the 9+100 and 9+469kms marks to achieve sighting distance, lookout **MUST** be positioned in the down cess adjacent to the Down Main to ensure proper sighting distance and monitor trains approaching from Bardwell Park. **(Whistle and Horn must be used)**

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.

Multiple entry points

Tracks on the Up and Down Mains and Up and Down Local/Airport Lines on the cityside of Turrella Station are to be considered bidirectional. Trains may terminate at this location and reverse direction towards the city. Lookouts are stationed to monitor rail traffic approaching from both directions. Additionally, rail traffic on other tracks may obstruct the minimum sighting distance requirements. If this occurs, workers must cease work and move to a safe location until the Protection Officer conducts an assessment and repositions the Lookouts to ensure the required Minimum Sighting Distance is met.

Lookout working Prohibited Location

Lookout Working is prohibited on the Up and Down Airport line between, 0.660 to 10.500kms. (Tunnel-No warning system)

NOTE: kms on stanchions for Airport line are different from the East Hills Line stanchions on the Up and Down East Hills Main line.

LOOKOUTS



Image 1: View towards 1 & 2 Platforms Turrella.



Image 2: View towards Wolli Creek

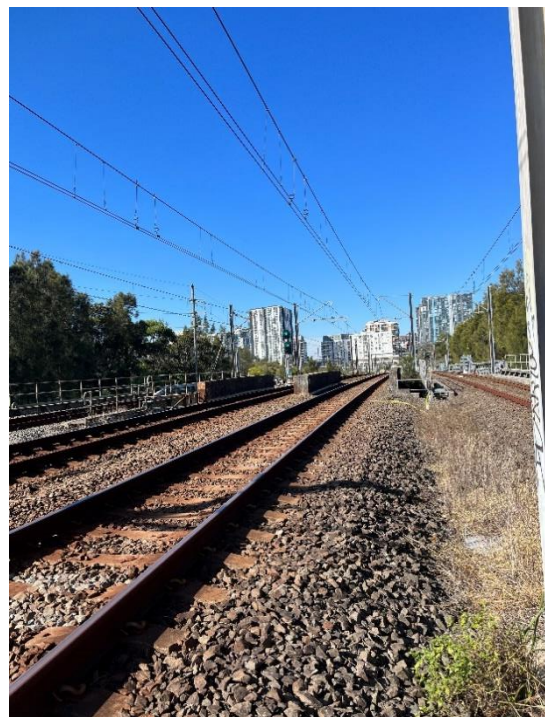


Image 3: View towards Platforms 1 and 2 at Wolli Creek

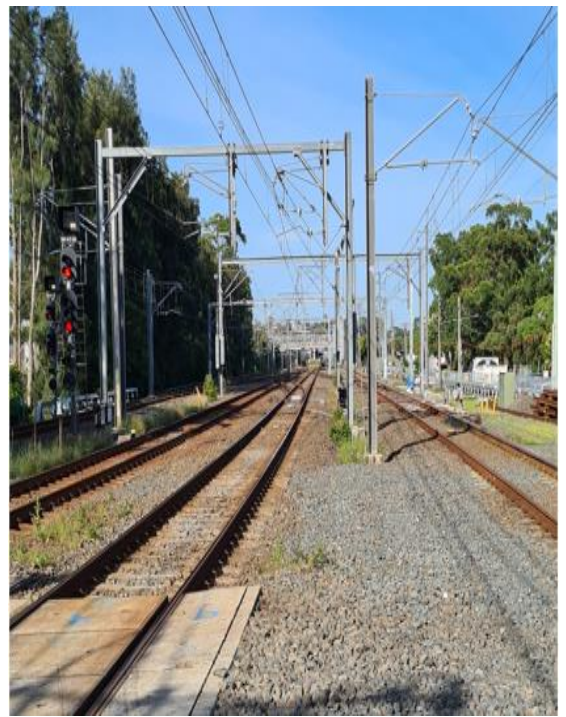
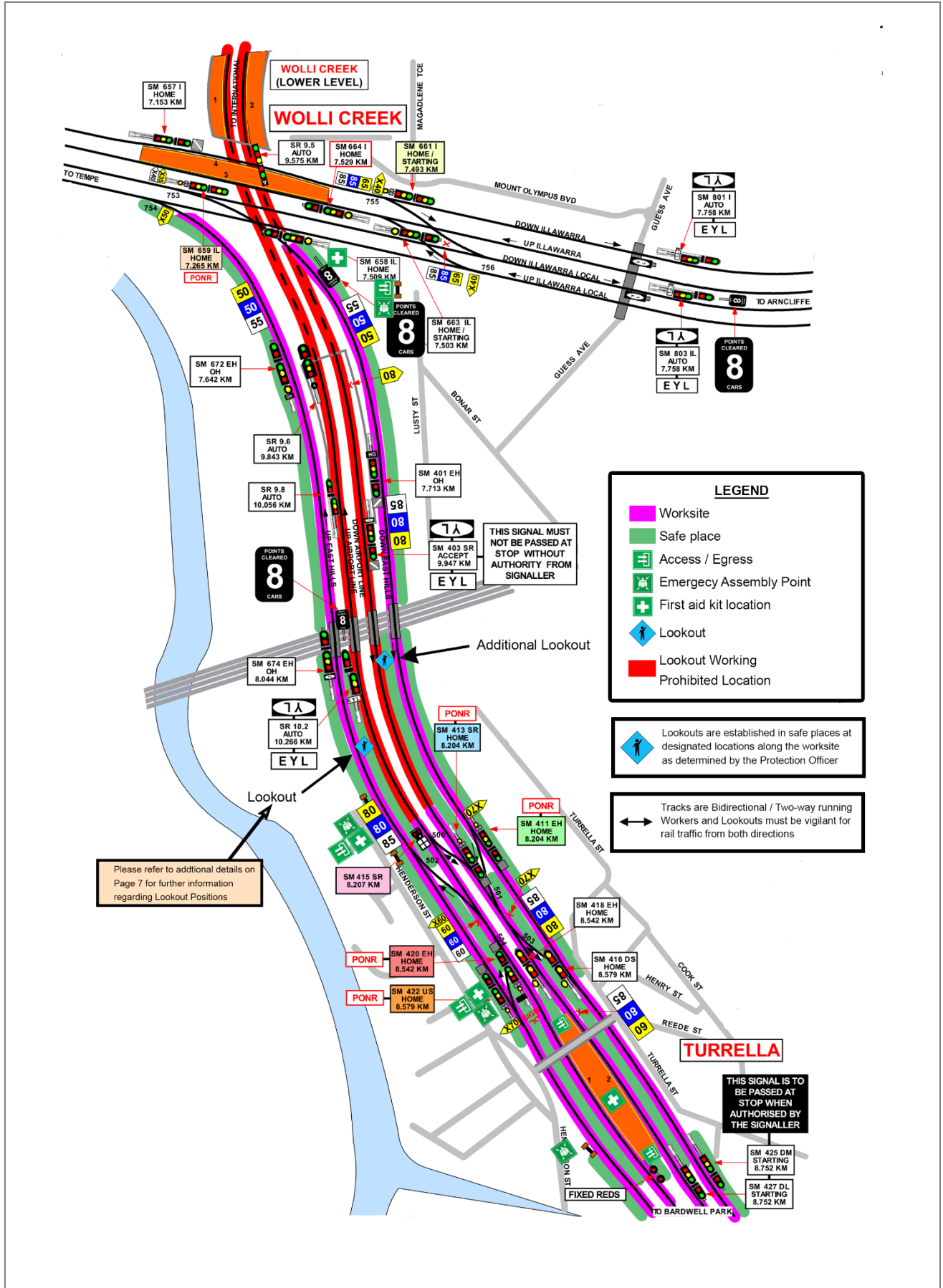


Image 4: View towards Turrella Access Pad opposite Henderson Street gate.

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Diagram 1

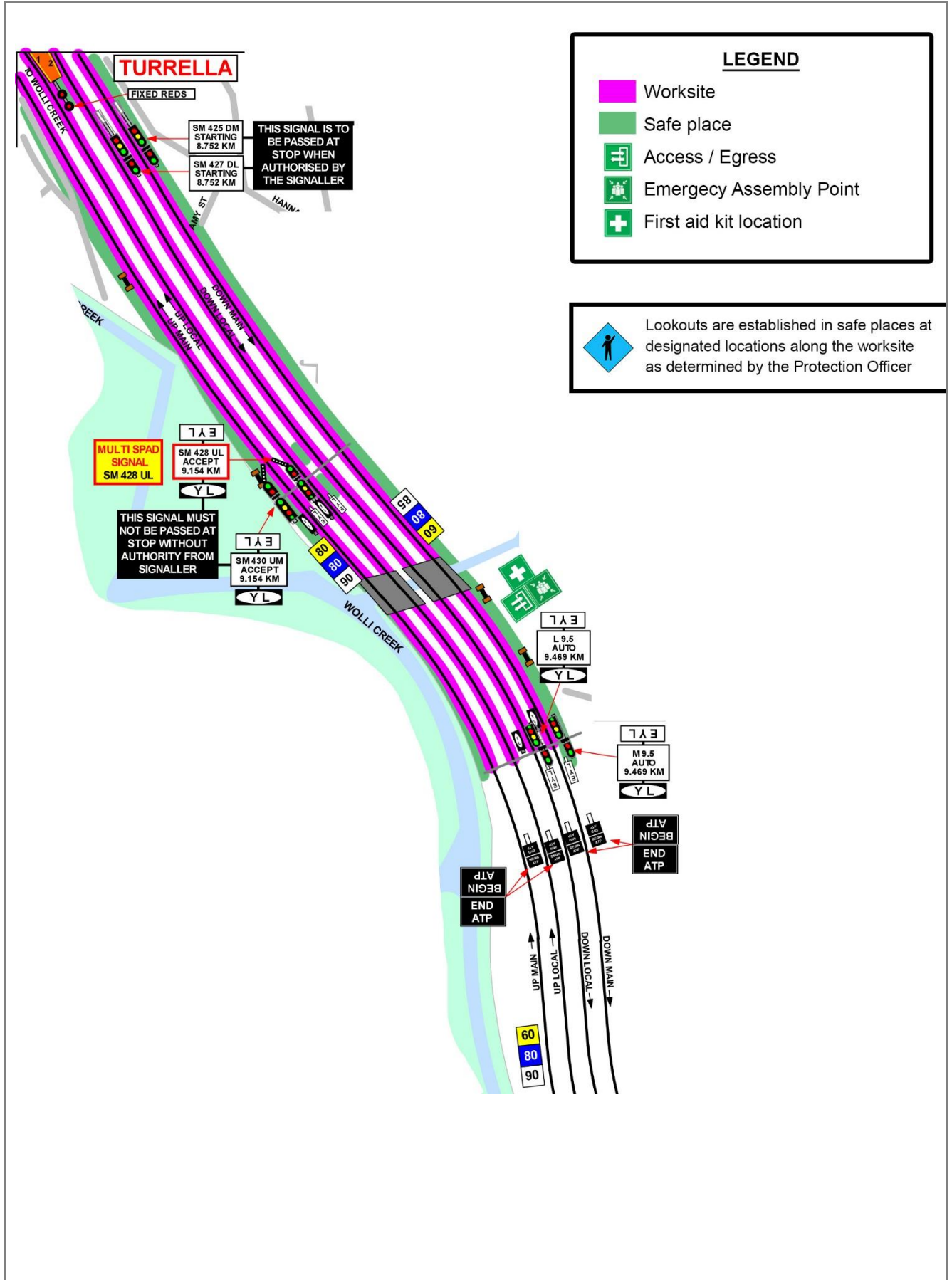


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Diagram 2



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