

DOCUMENT NO.	D2024/13030
WORK DESCRIPTION	Routine Network Maintenance
WPP Number	SC63C 10118
SCOPE:	<p>This SWI is applicable for the worksite protection arrangements using ASB for routine network maintenance performed by the South Coast Maintenance team</p> <p>Work activities may include:</p> <ul style="list-style-type: none"> • Points Maintenance • Train Stop Maintenance • Track Circuit Testing • Turnout Inspections • KK Testing • Track Patrol • OHW Inspections • Structures Examinations
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:</p> <ul style="list-style-type: none"> - Main Line and Loop Line at Dunmore from 43.25 and 43.27 Signals - Main Line and Loop Line at Bombo from 44.26 and 44.28 signals - South Coast Branch Line between the above signals <p>For reference only.</p> <p>The assessed ASB protection is:</p> <ul style="list-style-type: none"> • 43.23 Signal at STOP with blocking facilities applied on City side of the Worksite. • 43.21 Signal at STOP with blocking facilities applied on City side of the Worksite. • 43.27 Signal at STOP with blocking facilities applied on City side of the Worksite. • 43.25 Signal at STOP with blocking facilities applied on City side of the Worksite. • 44.7 Signal at STOP with blocking facilities applied on the Country side of the Worksite • 44.28 Signal at STOP with blocking facilities applied on the Country side of the Worksite. • 44.26 Signal at STOP with blocking facilities applied on the Country side of the Worksite. • 44.10 Signal at STOP with blocking facilities applied on the Country side of the Worksite. • 44.8 Signal at STOP with blocking facilities applied on the Country side of the Worksite. • 44.6 Signal at STOP with blocking facilities applied on the Country side of the Worksite. • 53 Points at Shellharbour Junction secured in Normal Position • 50 Points at Bombo secured in the Normal position
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 308 Absolute Signal Blocking</i></p> <p><i>NPR 703 Using Absolute Signal Blocking</i></p> <p><i>NGE 200 Walking in the Danger Zone</i></p> <p><i>NLA 418 Wollongong – Bomaderry (Nowra)</i></p>

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).		
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**ASB Worksite Protection for Dunmore to Bombo Routine Network Maintenance Activities****Worksite Protection Pre-work Briefing**

Briefing date: / /

Protection Officer details

name	signature	contact No.
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Work location: **Dunmore to Bombo**Scope of work: **Routine Network Maintenance**Worksite protection: **ASB** 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	ASB implemented. Workers to remain within worksite limits.	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 <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 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.

Safe Work Instruction

ASB Worksite Protection for Dunmore to Bombo Routine Network Maintenance Activities



Workplace Supervisor details

name	signature	contact No.
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Yes the Workplace Supervisor acknowledges that the Protection Officer will arrange worksite protection as required.

Participant acknowledgement

NOTE: Recipients of the briefing are to question the Briefer if they don't understand any part of this briefing.

All workers listed below acknowledge that they:

1. hold the applicable and current Rail Safety Worker Authorisation
2. have been briefed on the identified hazards and controls
3. have been briefed on the risks from adjacent lines and/or worksites
4. have been briefed on the planned worksite protection
5. understand the limits of the worksite
6. have been briefed on the contents of the Worksite Protection Plan
7. have been shown the worksite protection diagram or map

Safe Work Instruction

ASB Worksite Protection for Dunmore to Bombo Routine Network Maintenance Activities



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: **Routine Network Maintenance Activities**

2. Worksite location

on the Main Line and Loop Line at Shellharbour Junction, South Coast Branch Line and Main Line and Loop Line at Bombo	from 43.27 and 43.25 signals at Dunmore	to 44.28 and 44.26 Signals at Bombo
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3. Protection to be used

Signal(s) at STOP with blocking facilities applied	Points secured
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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	South Coast Panel	hr	/ /
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Protection Number	Notes
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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 hr	ASB suspended at hr	ASB suspended at 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 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 Number	Protection Number	Protection Number

8. Ending

Provide name and
worksite location Workers and equipment
clear of the Danger Zone Provide protection
number Ended at hr

Safe Work Instruction**ASB Worksite Protection for Dunmore to Bombo Routine Network Maintenance Activities****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	[] hr	ASB suspended at	[] hr	ASB suspended at	[] 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	[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 Number	[]		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	[] hr	ASB suspended at	[] hr	ASB suspended at	[] 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	[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 Number	[]		Protection Number	[]	

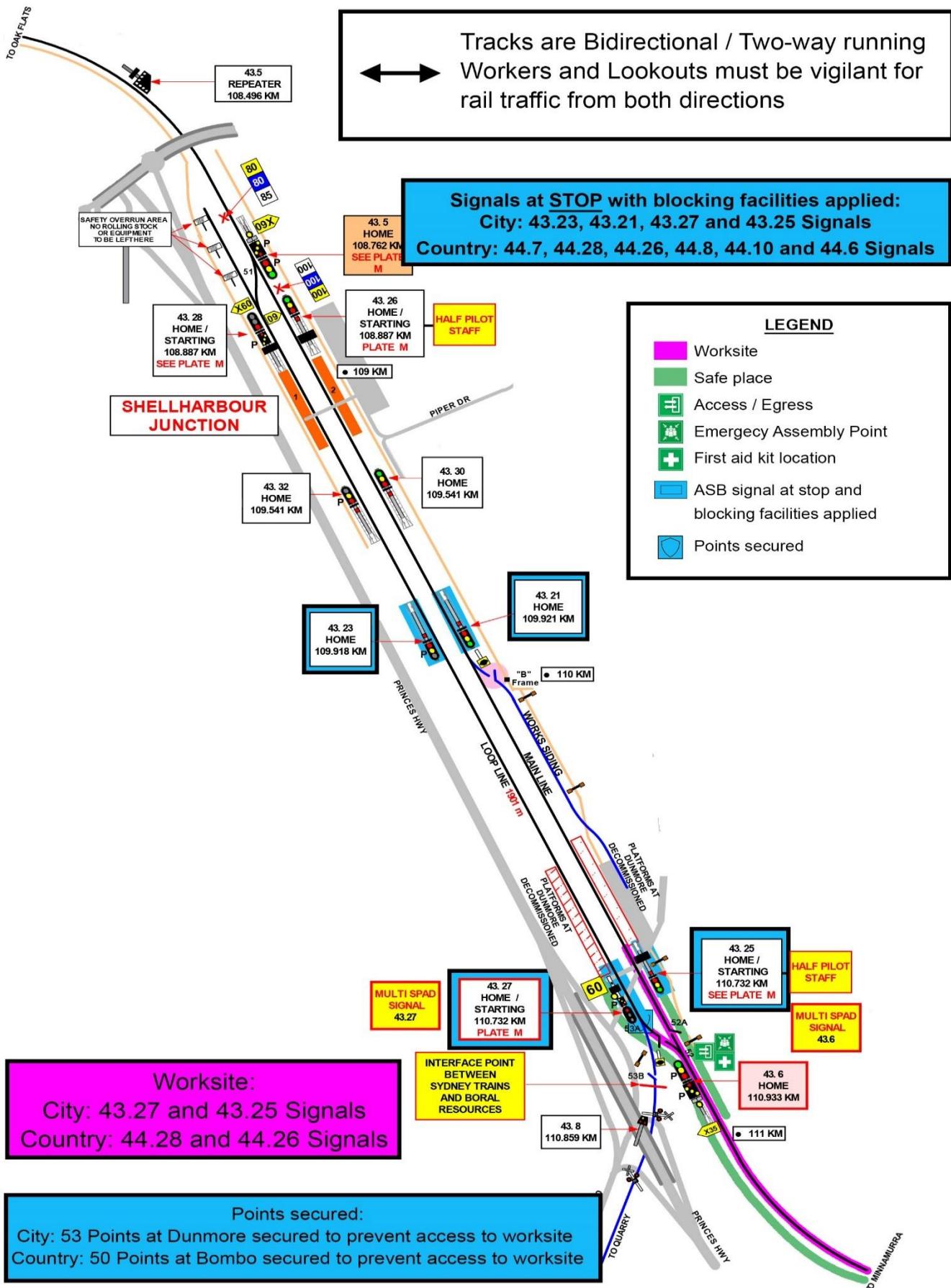
INSTRUCTIONS:	<ol style="list-style-type: none"> 1. Workers enter the rail corridor via 100 110.760 D Access Gate. 2. Protection Officer briefs workers about the worksite protection arrangements. 3. Protection Officer contacts the Signaller at South Coast Panel to request ASB. 4. After ASB has been authorized. start work within the limits of the nominated worksite location. 5. After work is complete, workers move to a safe place. 6. Protection Officer contacts the Signaller at South Coast Panel to end ASB. 7. All workers egress the rail corridor via 100 117.683 U Access Gate.
ADDITIONAL DETAILS	<p><u>Suspending ASB</u></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>
ACCESS GATES:	<div style="text-align: center;">  <p>Image 1: Access gate 100 110.760 D at the end of Dunmore RD. (Old level crossing)</p>  <p>Image 2: Access gate 100 117.683 U off Princes Highway (Commuter carpark)</p> </div>

Safe Work Instruction

ASB Worksite Protection for Dunmore to Bombo Routine Network Maintenance Activities

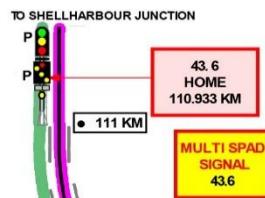


Diagram

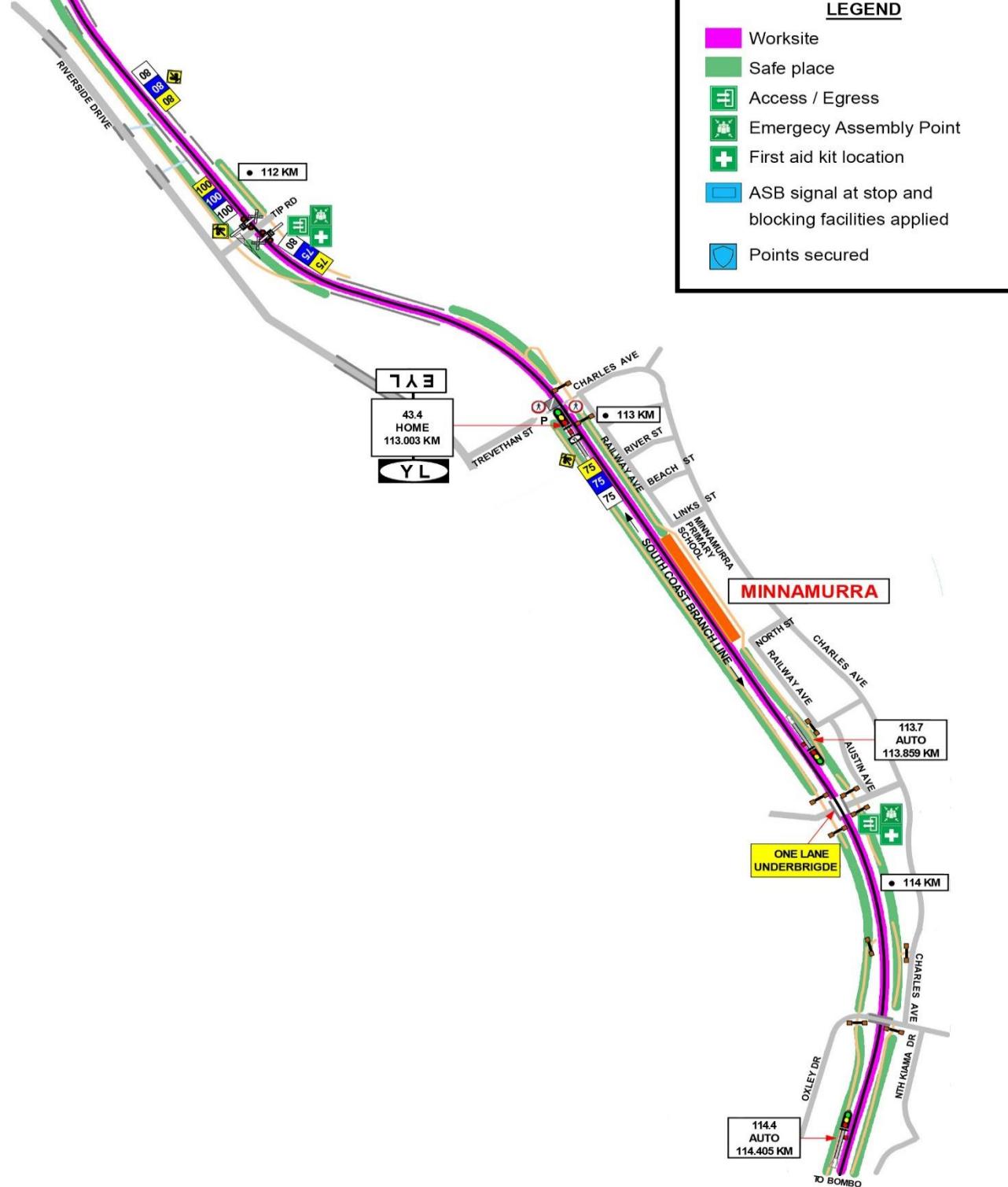


Safe Work Instruction

ASB Worksite Protection for Dunmore to Bombo Routine Network Maintenance Activities

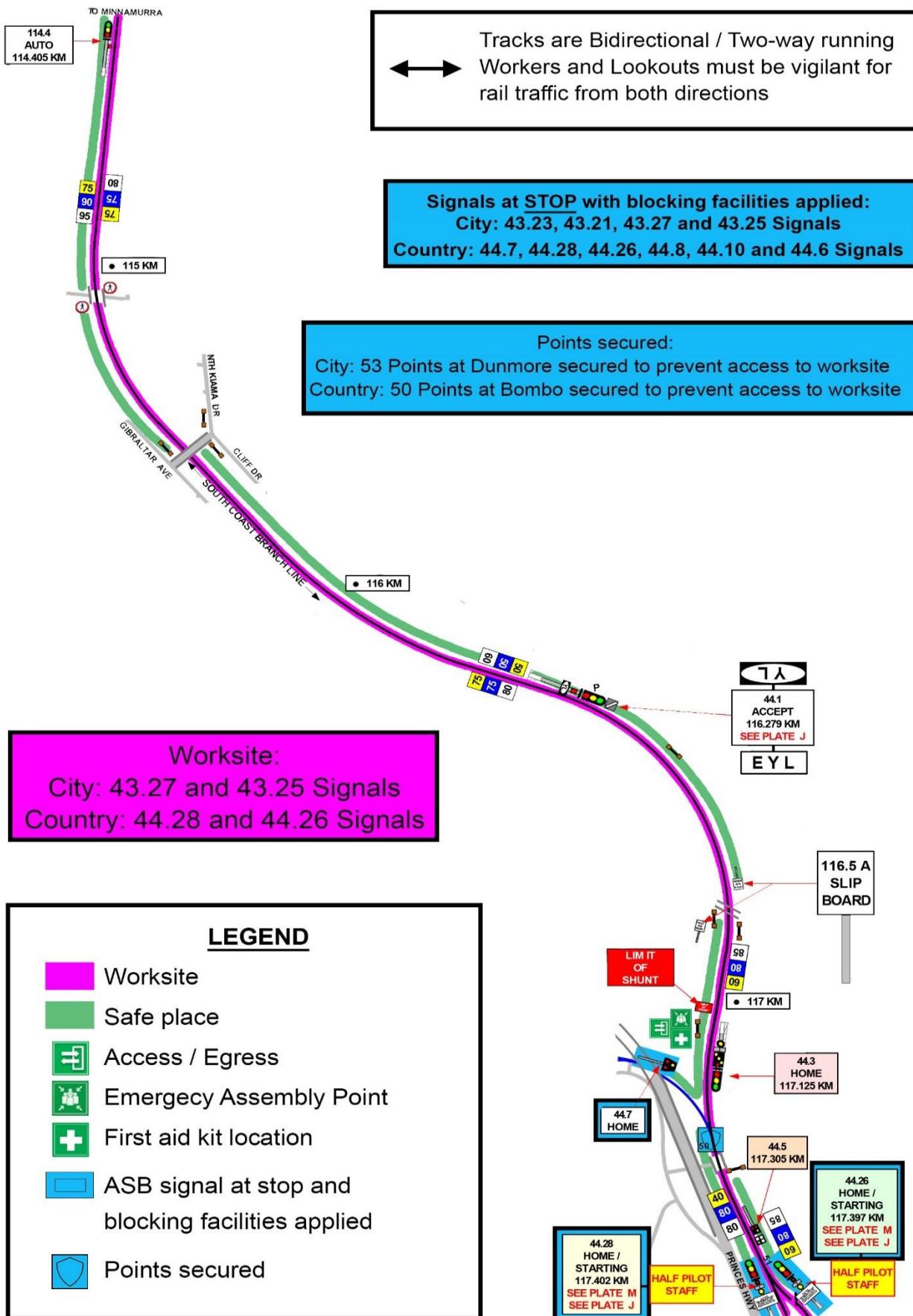


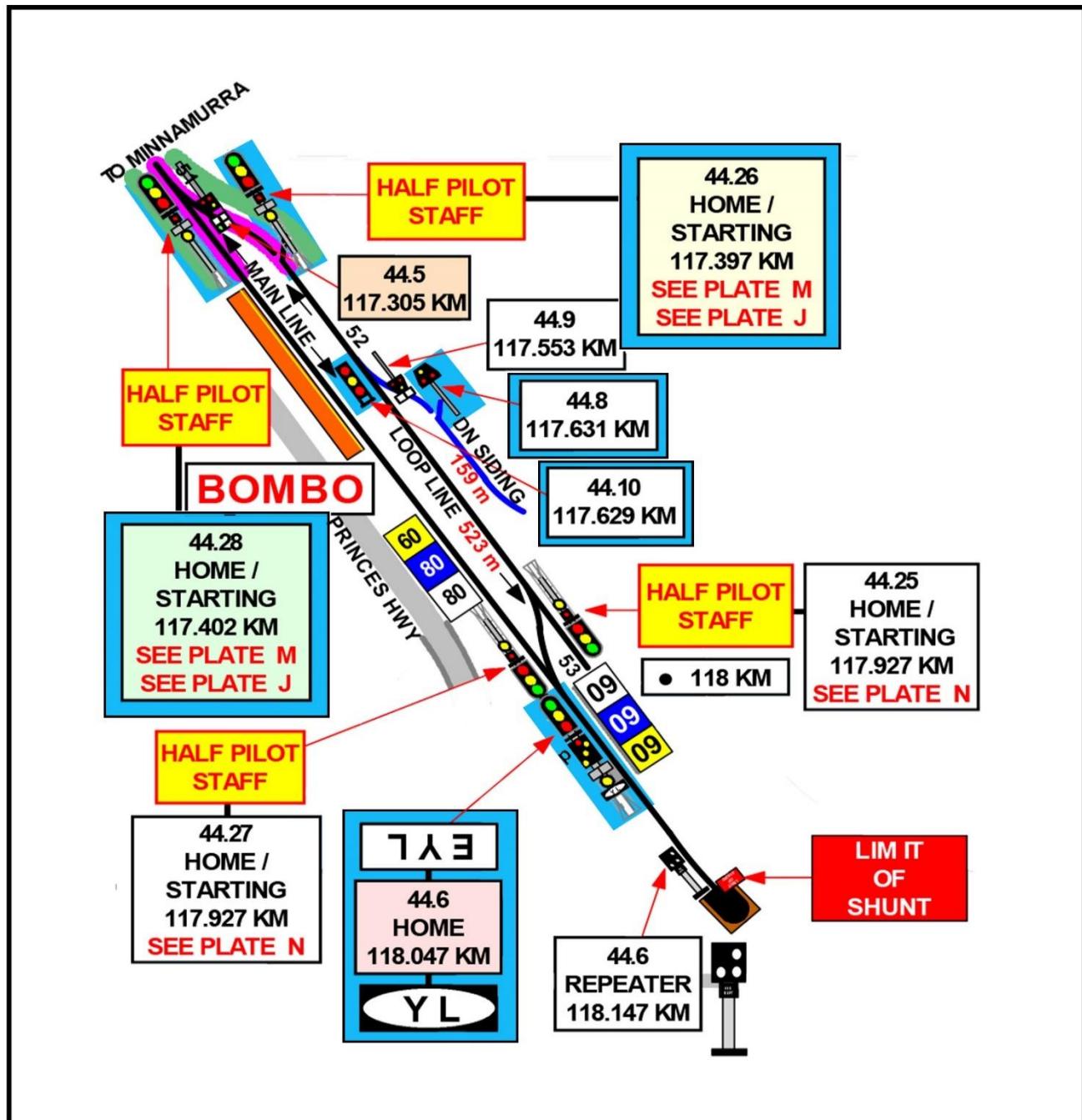
←→ Tracks are Bidirectional / Two-way running
Workers and Lookouts must be vigilant for rail traffic from both directions



Safe Work Instruction

ASB Worksite Protection for Dunmore to Bombo Routine Network Maintenance Activities





Protection Officer's diary