

# ASB Worksite Protection for Cabramatta Routine Network Maintenance Activities

WORK DESCRIPTION	Routine network maintenance activities
WPP NUMBER	SW6C 10047
SCOPE	<p>This SWI is applicable for the worksite protection arrangements using ASB concerning routine network maintenance, defect management and repair of assets within the limits specified below and in the attached plan</p> <p>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>
AUTHORISATIONS:	<b>Protection Officer:</b> Protection Officer Level 1 or higher
SAFETY CONTROLS: Absolute Signal Blocking (ASB) arrangements:	<p>ASB established to exclude rail traffic on the</p> <ul style="list-style-type: none"> <li>Up Old Main South Line between S19.8 and S19.4 Signals</li> <li>Down Old Main South Line between S19.7 and S19.9 Signals</li> <li>Up Main South Line between S19.8 and SP27.4 Signals</li> <li>Down Main South Line between LC17.5 and S19.9 Signals</li> </ul> <p><b>For reference only;</b></p> <p>The assessed ASB protection is:</p> <ul style="list-style-type: none"> <li>S19.8 and S20.2 Signals at STOP with blocking facilities applied on the Up Main South Line</li> <li>S19.7 and S19.3 Signals at STOP with blocking facilities applied on the Down Old Main South Line</li> <li>LC17.5 and LC17.1 Signals at STOP with blocking facilities applied on the Down Main South Line.</li> <li></li> </ul>
PRESTART REQUIREMENTS:	<p>Protection Officer assessment checklist must be completed before instructions in this SWI are followed. Tools and equipment required:</p> <ul style="list-style-type: none"> <li>Protection Officer requires a phone to contact the Signaller</li> </ul>
FURTHER INFORMATION:	<p>NWT 300 Planning work in the Rail Corridor</p> <p>NWT 308 Absolute Signal Blocking</p> <p>NPR 703 Using Absolute Signal Blocking</p> <p>NGE 200 Walking in the Danger Zone</p> <p>NLA 500 Lidcombe - Campbelltown</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).		
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.*

## Worksite Protection Pre-work Briefing

Briefing date:  /  / 

## Protection Officer Details

<input type="text"/>	<input type="text"/>	<input type="text"/>
name	signature	contact no.

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
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 NGE 200 Walking in the Danger Zone 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

## 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 Acknowledgment

**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    | 4. have been briefed on the planned worksite protection              |
| 2. have been briefed on the identified hazards and controls            | 5. understand the limits of the worksite                             |
| 3. have been briefed on the risks from adjacent lines and/or worksites | 6. have been briefed on the contents of the Worksite Protection Plan |
|  | 7. have been shown the worksite protection diagram or map            |

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**Worksite Protection Plan – Absolute Signal Blocking****1. ASB Request – Protection Officer Details**

name	signature	8568 3427
RSW or RIW no.	designation	Planned Duration

Type of work:

Routine network maintenance activities

**2. Worksite Location**

On the	Up Old Main South Line	from	S19.8 Signal	to	S19.4 Signal
On the	Down Old Main South Line	from	S19.7 Signal	to	S19.9 Signal
On the	Up Main South Line	from	S19.8 Signal	to	SP27.4 Signal
On the	Down Main South Line	from	LC 17.5 Signal	to	S19.9 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

**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
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Confirm that there is no rail traffic between the protection and the worksite ☐**5. Authorisation**

Authorised by Signaller

	Sefton Panel	hr	/ /
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Protection Number	Notes
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<b>6. Temporarily Suspending ASB</b>					
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
<b>7. Re-establish ASB assurances</b>					
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 <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**

Provide name and worksite location <input type="checkbox"/>	Workers and equipment clear of the Danger Zone <input type="checkbox"/>	Provide protection number <input type="checkbox"/>	Ended at <input type="text"/> hr
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<b>6. Temporarily Suspending ASB</b>					
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"/>	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	ASB suspended at <input type="text"/> hr	ASB suspended at <input type="text"/> hr	ASB suspended at <input type="text"/> hr
<b>7. Re-establish ASB assurances</b>					
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"/>	Protection No <input type="text"/>	Protection No <input type="text"/>	Protection No <input type="text"/>

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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"/>	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	ASB suspended at <input type="text"/> hr	ASB suspended at <input type="text"/> hr	ASB suspended at <input type="text"/> hr
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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"/>
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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"/>	Protection No <input type="text"/>	Protection No <input type="text"/>	Protection No <input type="text"/>



Notes

**INSTRUCTIONS:**

1. Workers enter the rail corridor via access gate see Images below **M16 31.733 U** and **S00 27.519 U**.
2. Protection Officer briefs workers about the worksite protection arrangements.
3. Protection Officer contacts the Signaller at Sefton Panel to request ASB.
4. After ASB has been authorised. start work within the limits of the nominated worksite location.
5. Protection Officer instruct workers to move and remain in the safe place when ASB suspension is required.
6. After work is complete, workers move to a safe place.
7. Protection Officer contacts the Signaller at Sefton Panel to end ASB.
8. Repeat steps 4 – 6 until work is complete work.
9. Protection Officer contacts the Signaller at Sefton Panel to end ASB.

**ADDITIONAL DETAILS****Suspending ASB**

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.

**IMAGES:**

**Image 1:** Access gate NO: **M16 31.733 U** Station carpark



**Image 2:** access gate **S00 27.519 U** West street



**Image 4:** View of worksite towards **Canley Vale**



**Image 3:** View of worksite towards **Cabramatta** station

and **Carramar** stations

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**CANLEY VALE**

**CABRAMATTA**

**LEGEND**

- Worksite
- Safe place
- Access / Egress
- Emergency Assembly Point
- First aid kit location
- ASB signal at STOP and blocking facilities applied

**CABRAMATTA**

**Continued**

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