

ASB Worksite Protection for East Hills Routine Network Maintenance Activities

WORK DESCRIPTION	Routine network maintenance activities
WPP NUMBER	SW17C 10082
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>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: Hand signaller 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"> Up East Hills Line between EH8 Signal and EH14.42 Signal. Down East Hills Line between EH5 Signal and EH15.05 Signal. East Hills Turnback Road between EH14.42 Signal and End of Terminal Line <p>For reference only.</p> <p>The assessed ASB protection is:</p> <ul style="list-style-type: none"> EH12 and EH8 Signals at STOP with blocking facilities applied on the Up East Hills Line. EH1 and EH5 Signals at STOP with blocking facilities applied on the Down East Hills Line. Note: Turnback road EAST HILLS must not be occupied by rail traffic.
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>NLA 510 - Sydenham to Glenfield</p>

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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.*

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Worksite Protection Plan – Absolute Signal Blocking

1. ASB Request – 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"/>

Type of work:

2. Worksite Location

On the <input type="text" value="Up East Hills line"/>	from <input type="text" value="EH8 Signal"/>	to <input type="text" value="EH14.42 Signal"/>
On the <input type="text" value="Down East Hills Line"/>	from <input type="text" value="EH5 Signal"/>	to <input type="text" value="EH15.05 Signal"/>
On the <input type="text" value="Turnback Road East Hills"/>	from <input type="text" value="EH14.42 Signal"/>	to <input type="text" value="End Terminal Line"/>

3. Protection to be used

Signal(s) at STOP with blocking facilities applied

Protection is required from other Signallers at

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 The last known location of rail traffic is

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

5. Authorisation

Authorised by Signaller

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

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8. Ending

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 Workers and equipment are clear of the Danger Zone Provide protection number	<input type="checkbox"/>	Provide the name and worksite location Workers and equipment are clear of the Danger Zone Provide protection number	<input type="checkbox"/>	Provide the name and worksite location Workers and equipment are clear of the Danger Zone 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 All points of entry into the affected portion of track are protected and blocking facilities applied	<input type="checkbox"/>	The worksite location is identical All points of entry into the affected portion of track are protected and blocking facilities applied	<input type="checkbox"/>	The worksite location is identical 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 Workers and equipment are clear of the Danger Zone Provide protection number	<input type="checkbox"/>	Provide the name and worksite location Workers and equipment are clear of the Danger Zone Provide protection number	<input type="checkbox"/>	Provide the name and worksite location Workers and equipment are clear of the Danger Zone 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 All points of entry into the affected portion of track are protected and blocking facilities applied	<input type="checkbox"/>	The worksite location is identical All points of entry into the affected portion of track are protected and blocking facilities applied	<input type="checkbox"/>	The worksite location is identical All points of entry into the affected portion of track are protected and blocking facilities applied	<input type="checkbox"/>
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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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INSTRUCTIONS:	<ol style="list-style-type: none"> 1. Workers enter the rail corridor via access gate noted in images 5,6,7,8 (Note image 6 if larger vehicles). 2. Protection Officer briefs workers about the worksite protection arrangements. 3. Protection Officer contacts the Signaller at Revesby 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. Workers immediately move to safe place when warned 7. Repeat steps 4 – 6 until work is completed. 8. After work is complete, workers move to a safe place. 9. Protection Officer contacts the Signaller at Revesby Panel to end ASB. 10. All workers egress the rail corridor via access gate.
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ADDITIONAL DETAILS	<p>Suspending ASB</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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IMAGES:	 <p>Image 1 View of worksite towards East Hills station facing the Down direction.</p>	 <p>Image 2: View of worksite towards East Hills station facing the Down direction.</p>
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Image 3: View of worksite towards Panania station facing the Up direction.



Image 4: View of worksite towards Panania station Facing the Up direction.



Image 5 : M25 23.827U .Gate adjacent 15 Forest Rd, Up side at the city end of East Hills Station



Image 6 M25 23.590U. Located on Park Road.
Wider Access for trucks or larger vehicles

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Image 7 M25 23.801D. Opposite 61 Lehn Rd. City end of East Hills.

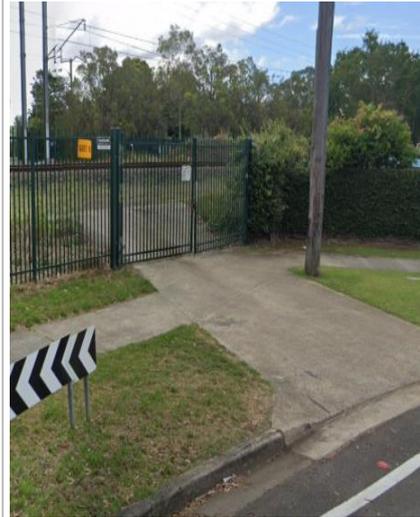
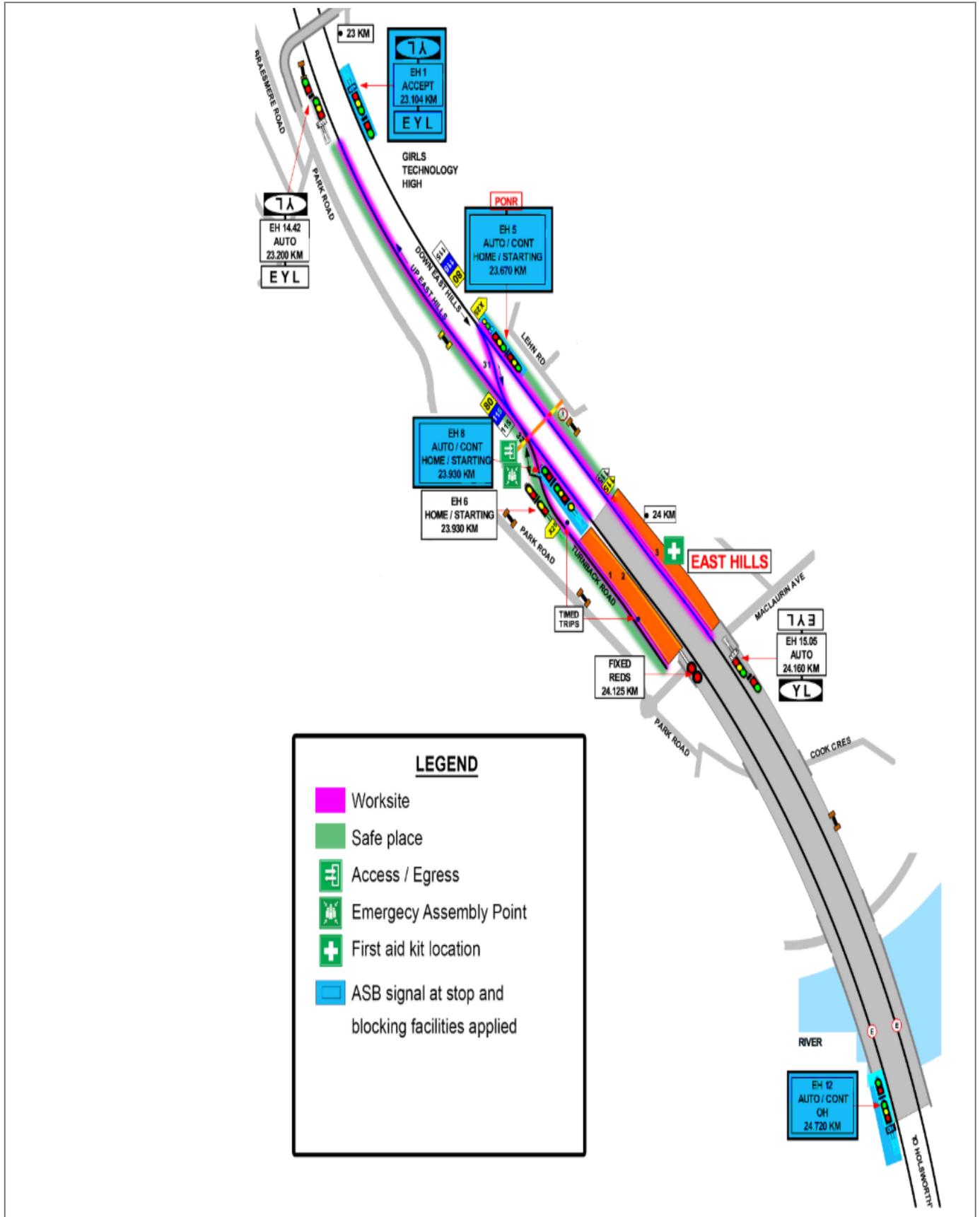


Image 8 M25 23.633D Gate on Lehn Rd on the down side city end on East Hills Station

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Diagram



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