

ASB Worksite Protection for Glenfield Routine Network Maintenance Activities

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| WORK DESCRIPTION | Routine network maintenance activities |
| WPP NUMBER | SW19C 15081 |
| 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: | Protection Officer: 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"> Down East Hills Line between GD 5 Signal and GD 11 Signal <p>For reference only;</p> <p>The assessed ASB protection is:</p> <ul style="list-style-type: none"> GD 1 and GD 5 Signal at STOP with blocking facilities applied on the down east hills line. GD 7 Signal at stop with blocking facilities applied on the Down Main South Line. 50 points and 53 points secured to prevent rail traffic from entering the worksite on the Down Main South Line. |
| 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"> Protection Officer requires a phone to contact the Signaller |
| FURTHER INFORMATION: | <p><i>NWT 300 Planning work in the Rail Corridor</i> <i>NWT 308 Absolute Signal Blocking</i> <i>NPR 703 Using Absolute Signal Blocking</i></p> <p><i>NGE 200 Walking in the Danger Zone</i> NLA 510 – Sydenham to Glenfield</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

| | | |
|------|-----------|-------------|
| name | signature | contact no. |
|------|-----------|-------------|

Work location: **Glenfield**

Scope of work: **Routine network maintenance activities**

Worksite protection: **ASB** 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. Workers are to stop work and move to a safe place immediately on being warned by the Protection Officer. | 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 |
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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 |
|------|-----------|------------|

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:

| | |
|--|---|
| hold the applicable and current Rail Safety Worker Authorisation | have been briefed on the planned worksite protection |
| have been briefed on the identified hazards and controls | understand the limits of the worksite |
| have been briefed on the risks from adjacent lines and/or | have been briefed on the contents of the Worksite Protection Plan |
| worksites | have been shown the worksite protection diagram or map |

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:

| | | |
|--|--|--|
| | | |
|--|--|--|

Worksite Location

| | | | | | |
|--------|----------------------|------|-------------|----|--------------|
| On the | Down East Hills Line | from | GD 5 Signal | to | GD 11 Signal |
|--------|----------------------|------|-------------|----|--------------|

Protection to be used

| | |
|--|----------------|
| Signal(s) at STOP with blocking facilities applied | Points secured |
|--|----------------|

Protection is required from other Signallers at

Location / panel

Location / panel

AssurancesAll 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 **Authorisation**

Authorised by Signaller

| | | | |
|------|----------------------|----|---|
| name | Glenfield 02 8568050 | hr | / |
|------|----------------------|----|---|

Protection Number

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"/> <input type="checkbox"/> <input type="checkbox"/> | Provide the name and worksite location Workers and equipment are clear of the Danger Zone Provide protection number | <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | Provide the name and worksite location Workers and equipment are clear of the Danger Zone Provide protection number | <input type="checkbox"/> <input type="checkbox"/> <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 All points of entry into the affected portion of track are protected and blocking facilities applied | <input type="checkbox"/> <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"/> <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"/> <input type="checkbox"/> <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 No | | Protection No | | Protection No | |

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 | 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 <input type="checkbox"/> Workers and equipment are clear of the Danger Zone <input type="checkbox"/> Provide protection number | | <input type="checkbox"/> Provide the name and worksite location <input type="checkbox"/> Workers and equipment are clear of the Danger Zone <input type="checkbox"/> Provide protection number | |
| ASB suspended at | hr | ASB suspended at | hr | ASB suspended at | 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 <input type="checkbox"/> All points of entry into the affected portion of track are protected and blocking facilities applied | | <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 | |
| 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 | |
| ASB re-established at | hr | ASB re-established at | hr | ASB re-established at | hr |
| Protection No | | Protection No | | Protection No | |

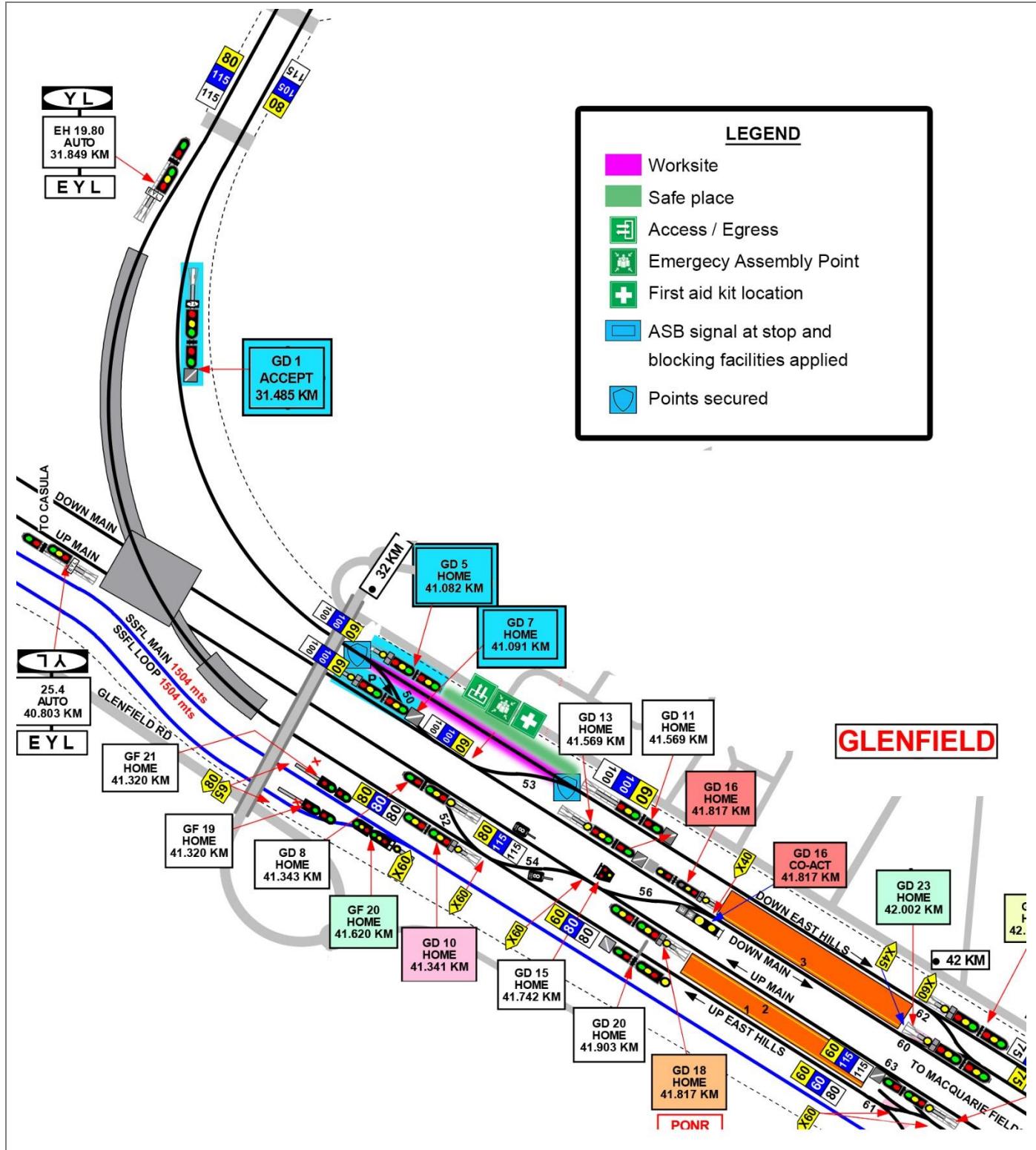
Notes

| | | | | | |
|--|-----------------|--|-----------------|--|-----------------|
| 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 <input type="checkbox"/> Workers and equipment are clear of the Danger Zone <input type="checkbox"/> Provide protection number | | <input type="checkbox"/> Provide the name and worksite location <input type="checkbox"/> Workers and equipment are clear of the Danger Zone <input type="checkbox"/> Provide protection number | |
| ASB suspended at | hr | ASB suspended at | hr | ASB suspended at | 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 <input type="checkbox"/> All points of entry into the affected portion of track are protected and blocking facilities applied | | <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 | |
| 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 | |
| ASB re-established at | Hr | ASB re-established at | hr | ASB re-established at | hr |
| Protection No | | Protection No | | Protection No | |

Notes

| | |
|---------------------------|---|
| INSTRUCTIONS: | <ol style="list-style-type: none"> 1. Workers enter the rail corridor via access gate M25 32.191 D. 2. Protection Officer briefs workers about the worksite protection arrangements. 3. Protection Officer contacts the Signaller at Glenfield 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. Worker/s immediately move to safe place when required. 7. Repeat steps 4 – 6 until work is complete. 8. Protection Officer contacts the Signaller at Glenfield Panel to end ASB. 9. All workers egress the rail corridor via access gate at M25 32.191 D. |
| 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> |
| IMAGES: | <div style="display: flex; justify-content: space-around;"> <div data-bbox="350 750 890 1432">  </div> <div data-bbox="922 750 1494 1432">  </div> </div> <p>Image 1: View of worksite towards Casula station</p> <p>Image 2: View of worksite towards Glenfield station</p> |
| | <div data-bbox="446 1507 1367 1978">  </div> <p>Image 3: Access gate M25 32.191 D</p> |

Diagram



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Protection Officer's Diary

UNCONTROLLED COPY WHEN PRINTED



OFFICE OF
SWI Custodian: Associate Dir Control & Coordination
SWI Approver:

OFFICIAL

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Due Date: 28/01/2026
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