

# ASB Worksite Protection for Leppington Routine Network Maintenance Activities

<b>DOCUMENT NO.</b>	D2023/5836
<b>WORK DESCRIPTION</b>	Routine network maintenance activities
<b>WPP Number</b>	SW15C 12955
<b>SCOPE:</b>	<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"> <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>
<b>AUTHORISATIONS:</b>	<b>Protection Officer:</b> Protection Officer Level 1 or higher
<b>SAFETY CONTROLS - Absolute Signal Blocking (ASB) arrangements:</b>	<p>ASB established to exclude rail traffic on the</p> <ul style="list-style-type: none"> <li>Up Leppington Main between LE35 Signal and LE56 Signal</li> <li>Down Leppington Main between LE33 Signal and LE54 Signal</li> </ul> <p><b>For reference only:</b></p> <p>The assessed ASB protection for the worksite in the down Direction is:</p> <ul style="list-style-type: none"> <li><b>LE23 signal and LE31 signal</b> at STOP with blocking facilities applied on the <b>Down Leppington Loop</b></li> <li><b>LE25 signal and LE33 signal</b> at STOP with blocking facilities applied on the <b>Down Leppington Main</b></li> <li><b>LE27 signal and LE35 signal</b> at STOP with blocking facilities applied on the <b>Up Leppington Main</b></li> <li><b>LE29 signal and LE37 signal</b> at STOP with blocking facilities applied on the <b>Up Leppington Loop</b></li> </ul> <p>The assessed ASB protection for the worksite in the up Direction is:</p> <ul style="list-style-type: none"> <li><b>LE56 signal and LE62 signal</b> at STOP with blocking facilities applied on the <b>Up Leppington Main</b></li> <li><b>LE54 signal and LE60 signal</b> at STOP with blocking facilities applied on the <b>Down Leppington Main</b></li> </ul>
<b>PRESTART REQUIREMENTS:</b>	<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"> <li>Protection Officer requires a phone to contact the Signaller</li> </ul>
<b>FURTHER INFORMATION:</b>	<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>NLA514 Leppington</i></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 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.*

# ASB Worksite Protection for Leppington Routine Network Maintenance Activities



## Worksite Protection Pre-work Briefing

Briefing date:  /  / 

### Protection Officer details

<input type="text"/> name	<input type="text"/> signature	<input type="text"/> contact No.
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Work location: Scope of work: Worksite protection:  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.

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name signature contact No.

**Yes** ☐ the Workplace Supervisor acknowledges that the Protection Officer will arrange worksite protection as required.

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

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 work sites
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

[illegible]

# ASB Worksite Protection for Leppington 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	Up Leppington Main	from	LE 35 Signal	to	LE 56 Signal
	Down Leppington Main		LE 33 Signal		LE 54 Signal

### 3. Protection to be used

Signal(s) at STOP with blocking facilities applied

 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	Glenfield 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 <span>hr</span>	ASB suspended at <span>hr</span>	ASB suspended at <span>hr</span>

### 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 <span>rail traffic ID</span>	The last rail traffic to pass the protection was <span>rail traffic ID</span>	The last rail traffic to pass the protection was <span>rail traffic ID</span>
The last known location of rail traffic is <span>location</span>	The last known location of rail traffic is <span>location</span>	The last known location of rail traffic is <span>location</span>
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 <span>hr</span>	ASB re-established at <span>hr</span>	ASB re-established at <span>hr</span>
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

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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	<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"/>
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 Number	<input type="text"/>	Protection Number	<input type="text"/>	Protection Number	<input type="text"/>

Notes

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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"/> 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	<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 Number	<input type="text"/>	Protection Number	<input type="text"/>	Protection Number	<input type="text"/>

# ASB Worksite Protection for Leppington Routine Network Maintenance Activities

**INSTRUCTIONS:**

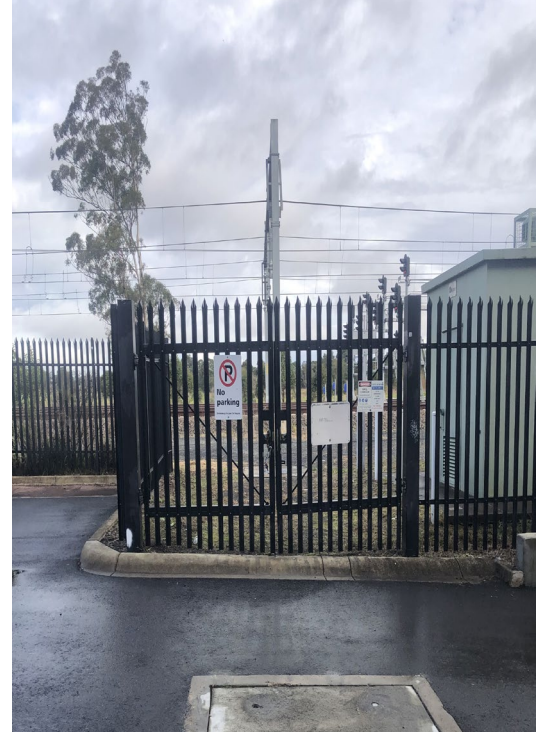
1. Workers enter the rail corridor via access gate as per shown by images 1M28 52.341 U or Image 2 M28 51.383U
2. Protection Officer briefs workers about the worksite protection arrangements and the nominated safe place.
3. Protection Officer contacts the Signaller at Glenfield Panel to request ASB.
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 immediately move to safe place when warned
7. Repeat steps 4 – 6 until work is completed.
8. Protection Officer contacts the Signaller at Glenfield Panel to end ASB.
9. All workers egress the rail corridor via nearest Access gate.

**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: M28 52.341 U**  
33 Eastwood RD



**Image 2: access gate NO: M28 51.383U Leppington station car park**

## ASB Worksite Protection for Leppington Routine Network Maintenance Activities



**Image 3:** Down cess near LE 31 signal  
towards Leppington Station.



**Image 4:** Down cess near LE 31 signal  
towards Leppington Yard.

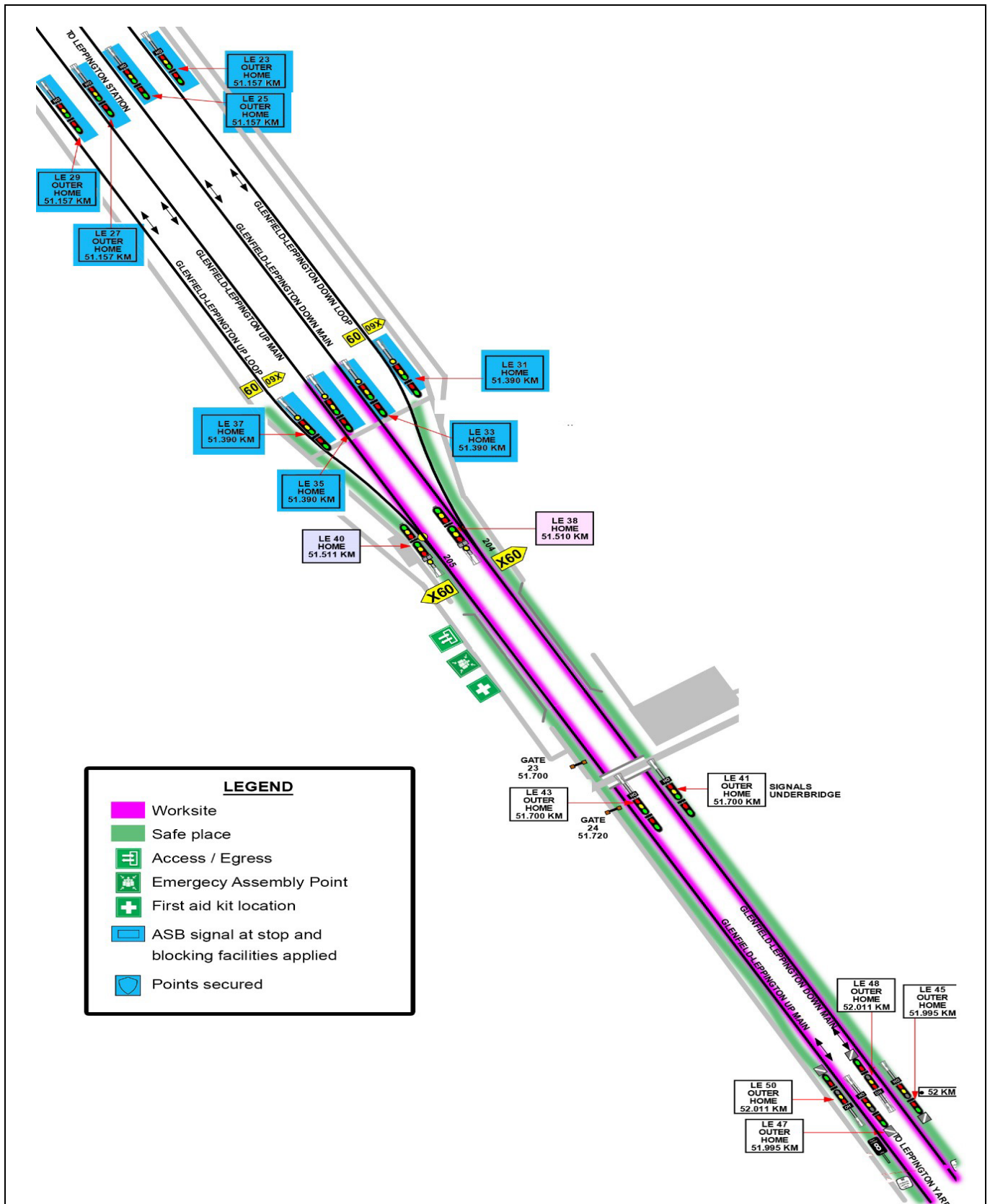


**Image 5:** view from countryside of Leppington station  
towards Leppington yard

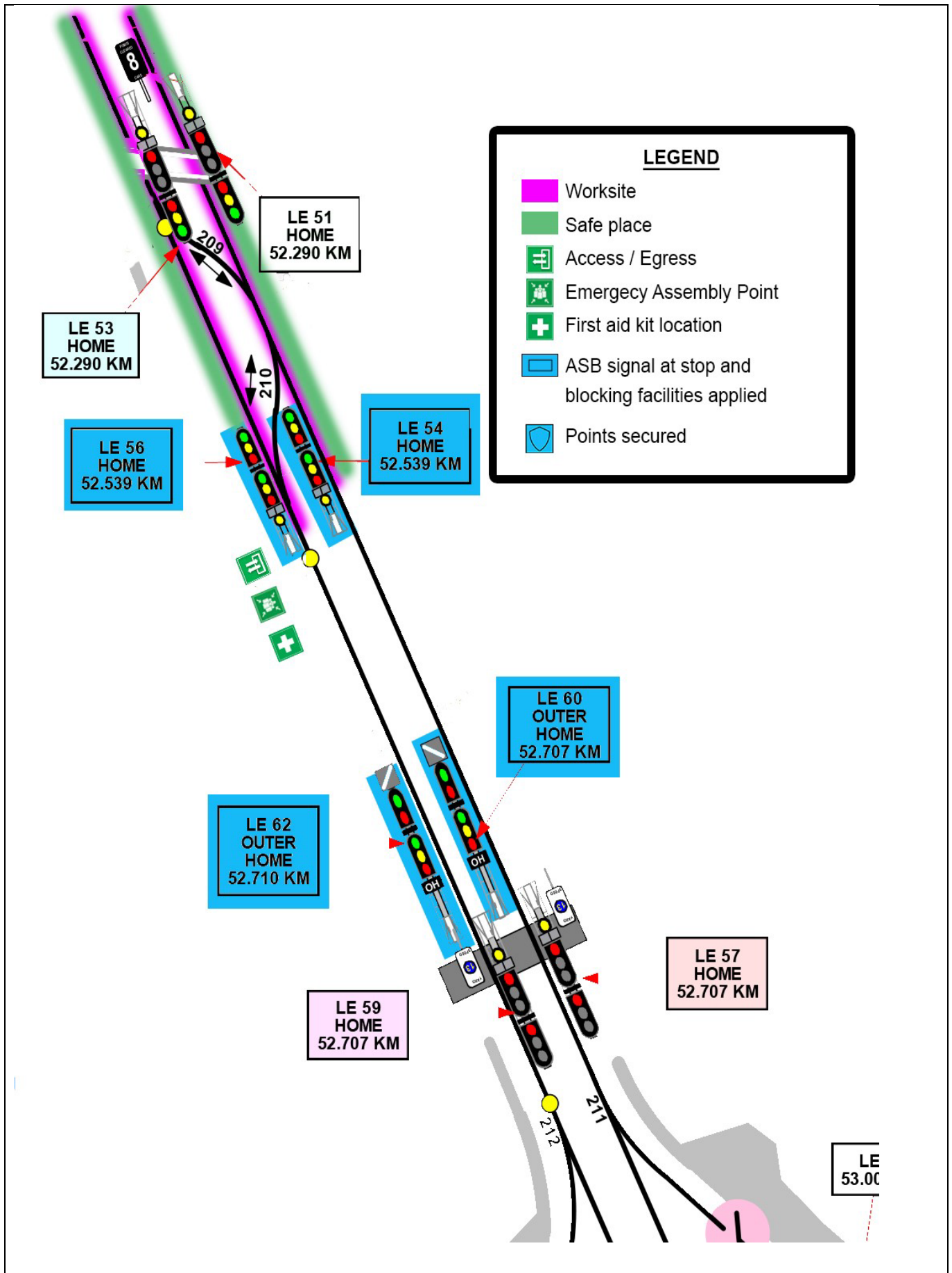


**Image 6:** View from Leppington yard towards  
Leppington station

# ASB Worksite Protection for Leppington Routine Network Maintenance Activities



# ASB Worksite Protection for Leppington Routine Network Maintenance Activities





### Protection Officer's diary

[illegible]