

# ASB Worksite Protection for Leppington Routine Network Maintenance Activities

WORK DESCRIPTION	Routine network maintenance activities
WPP NUMBER	SW15C 12955
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><b>Work activities include:</b></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 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>
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  NWT 308 Absolute Signal Blocking  NPR 703 Using Absolute Signal Blocking  NGE 200 Walking in the Danger Zone  NLA514 Leppington</p>

**Protection Officer assessment checklist**

<b>Protection Officer's name:</b>	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: **Leppington – Up and Down Main**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
<b>Approaching rail traffic</b>	ASB implemented. Workers to remain within worksite limits.	Protection Officer
<b>Adjacent live lines</b>	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
<b>Access to / Egress from worksite</b>	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
<b>Mobile phone distraction</b>	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.
------	-----------	-------------

**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:

- |   |   |
|---|---|
| <ol style="list-style-type: none"><li>hold the applicable and current Rail Safety Worker Authorisation</li><li>have been briefed on the identified hazards and controls</li><li>have been briefed on the risks from adjacent lines and/or worksites</li></ol> | <ol style="list-style-type: none"><li>have been briefed on the planned worksite protection</li><li>understand the limits of the worksite</li><li>have been briefed on the contents of the Worksite Protection Plan</li><li>have been shown the worksite protection diagram or map</li></ol> |
|---|---|

**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		LE33 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  locationConfirm that there is no rail traffic between the protection and the worksite **5. Authorisation**

Authorised by Signaller

name	Glenfield Panel 02 85683442	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"/>
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**

OFFICIAL

SWI Custodian: Associate Dir Control & Coordination  
SWI Approver: Associate Director Maintenance Operation

Version: 1.0

Issue Date: 28/01/2026  
Page 5 of 12

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

Provide the name and worksite location  
 Workers and equipment are clear of the  
Danger Zone  
 Provide protection number

Provide the name and worksite location  
Workers and equipment are clear of the  
Danger Zone  
 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

The worksite location is identical  
 All points of entry into the affected  
portion of track are protected and  
blocking facilities applied

The worksite location is identical  
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

There is no approaching rail traffic  
between the protection and the  
worksit

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

Provide the name and worksite  
location  
 Workers and equipment are clear of  
the Danger Zone  
 Provide protection number

Provide the name and worksite location  
Workers and equipment are clear of the Danger  
Zone  
 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

The worksite location is identical  
 All points of entry into the affected  
portion of track are protected and  
blocking facilities applied

The worksite location is identical  
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

There is no approaching rail traffic  
between the protection and the  
worksit

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



<b>INSTRUCTIONS:</b>	<ol style="list-style-type: none"> <li>1. Workers enter the rail corridor via access gate as per shown by images 1M28 52.341 U or Image 2 M28 51.383U</li> <li>2. Protection Officer briefs workers about the worksite protection arrangements and the nominated safe place.</li> <li>3. Protection Officer contacts the Signaller at Glenfield Panel to request ASB.</li> <li>4. After ASB has been authorised. start work within the limits of the nominated worksite location.</li> <li>5. Protection Officer instruct workers to move and remain in the safe place when ASB suspension is required.</li> <li>6. Worker/s immediately move to safe place when warned</li> <li>7. Repeat steps 4 – 6 until work is completed.</li> <li>8. Protection Officer contacts the Signaller at Glenfield Panel to end ASB.</li> <li>9. All workers egress the rail corridor via nearest Access gate</li> </ol>
<b>ADDITIONAL DETAILS</b>	<p><b>Suspending ASB</b></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>
<b>IMAGES:</b>	<div style="display: flex; justify-content: space-around;"> <div data-bbox="330 774 928 1504">  </div> <div data-bbox="960 774 1489 1504">  </div> </div> <p><b>Image 1:</b> Access gate NO: <b>M28 52.341 U</b> 33 Eastwood RD</p> <p><b>Image 2:</b> access gate NO:<b>M28 51.383U</b> Leppington station car park</p>



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



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

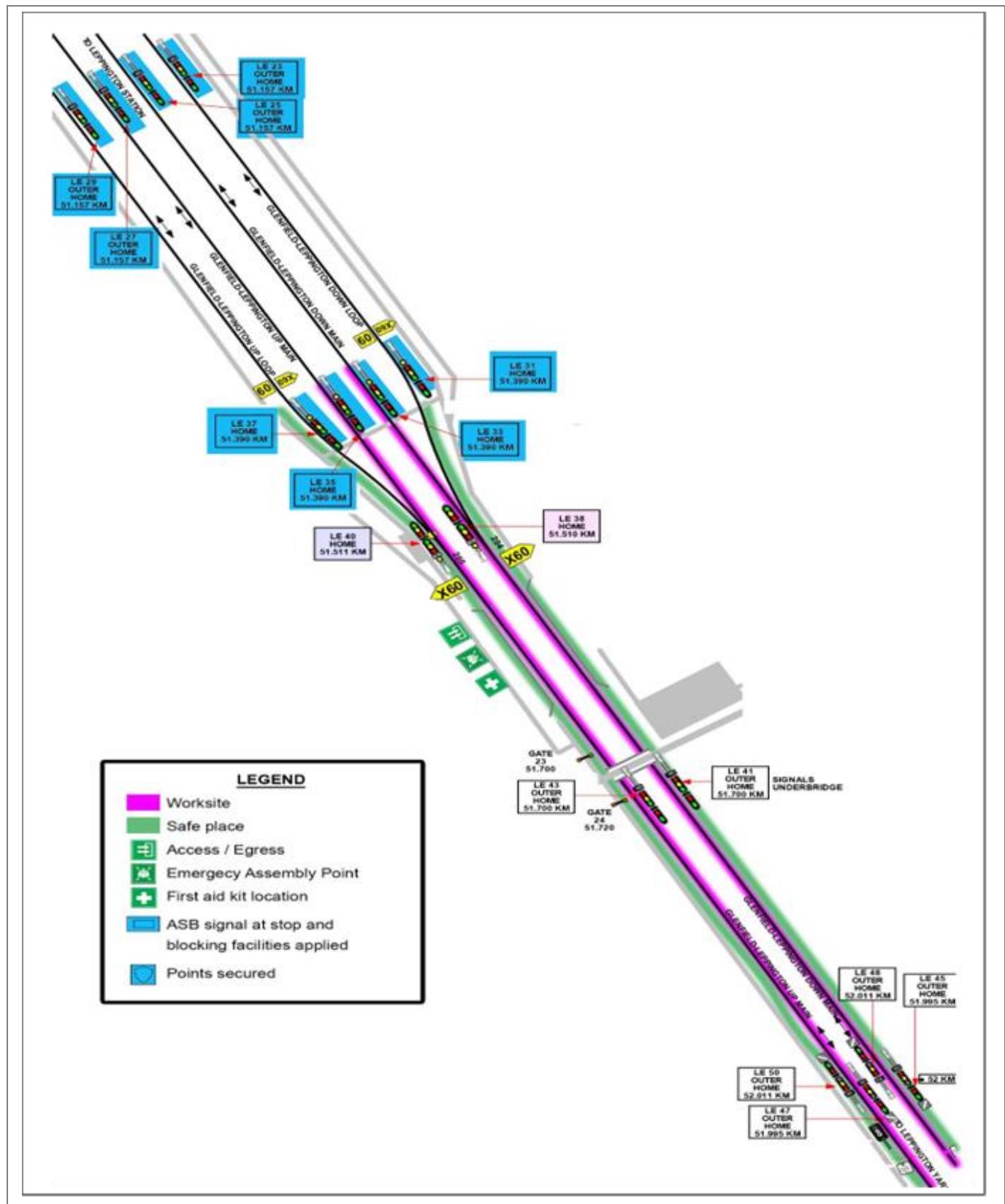


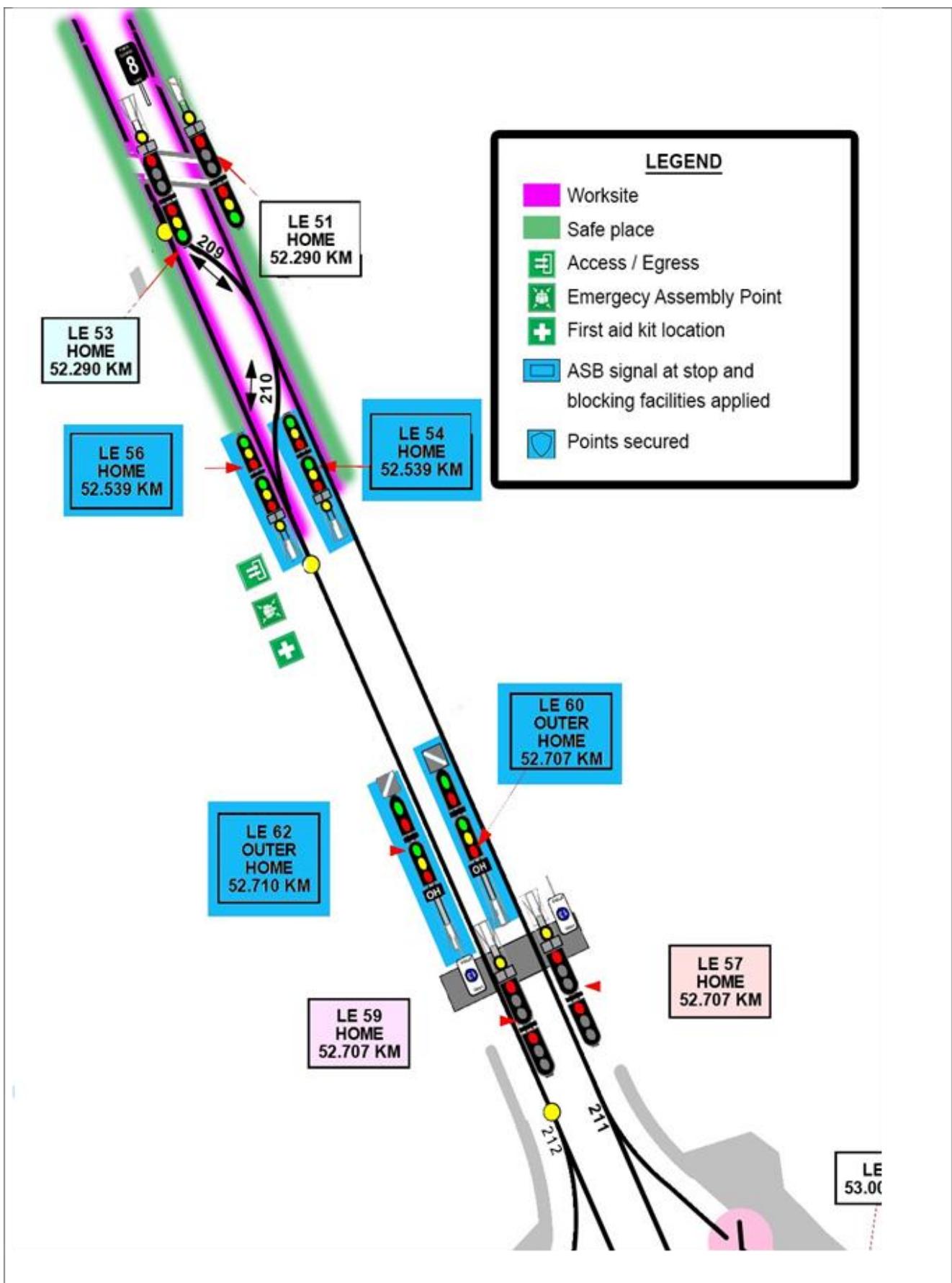
**Image 5:** View from countryside of Leppington station towards Leppington yard



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

## Diagram





UNCONTROLLED COPY WHEN PRINTED

## Protection Officer's Diary

UNCONTROLLED COPY WHEN PRINTED



OFFICIAL  
SWI Custodian: Associate Dir Control & Coordination  
SWI Approver: Associate Director Maintenance Operation

OFFICIAL

Version: 1.0

Version: 1.0  
Issue Date: 28/01/2026  
Page 12 of 12