

ASB Worksite Protection for UP East Hills from EH8 Signal to EH14.42 Signal for routine network maintenance activities

WORK DESCRIPTION	Routine network maintenance activities
WPP NUMBER	SW18C 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:	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"> Up East Hills Line from EH8 Signal to EH14.42 Signal. <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. EH5 Signal at STOP with blocking facilities applied and 31 points secured to exclude rail traffic on the Down East Hills Line. EH6 Signal at stop with blocking facilities applied and 32 points secured to prevent rail traffic on the Turnback road
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
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><i>NLA510 Sydenham – Glenfield</i></p>

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Protection Officer assessment checklist		
Protection Officer's name:		Yes <i>(Tick if Yes)</i>
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 Pre-work Briefing

Briefing date:

Protection Officer Details

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 <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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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"/>
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3. Protection to be used

<input type="text" value="Signal(s) at STOP with blocking facilities applied"/>	<input type="text" value="Points Secured"/>
Protection is required from other Signallers at <input type="text" value="Location / panel"/>	<input type="text" value="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 <input type="text" value="rail traffic ID"/>	The last known location of rail traffic is <input type="text" value="location"/>
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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"/>	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" 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"/>	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 Workers and equipment clear of the Danger Zone Provide protection number Ended at

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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"/>
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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	

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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 Workers and equipment clear of the Danger Zone Provide protection number Ended at hr

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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
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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	

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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	hr	ASB re-established at	hr	ASB re-established at	hr
Protection No		Protection No		Protection No	

8. Ending

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Provide name and worksite location

Workers and equipment clear of the Danger Zone

Provide protection number

Ended at

hr

INSTRUCTIONS:

1. Workers enter the rail corridor via access gate M25 23.827U see image 1.
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. After work is complete, workers move to a safe place.
6. Protection Officer contacts the Signaller at Revesby panel to end ASB.
7. Repeat steps 4 – 6 until work is complete work.
8. All workers egress the rail corridor via 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 **M25 23.827U** adjacent 15 Forest Rd, Up side at the city end of East Hills Station



Image 2: View of worksite on the up towards East Hills station facing the Down direction.



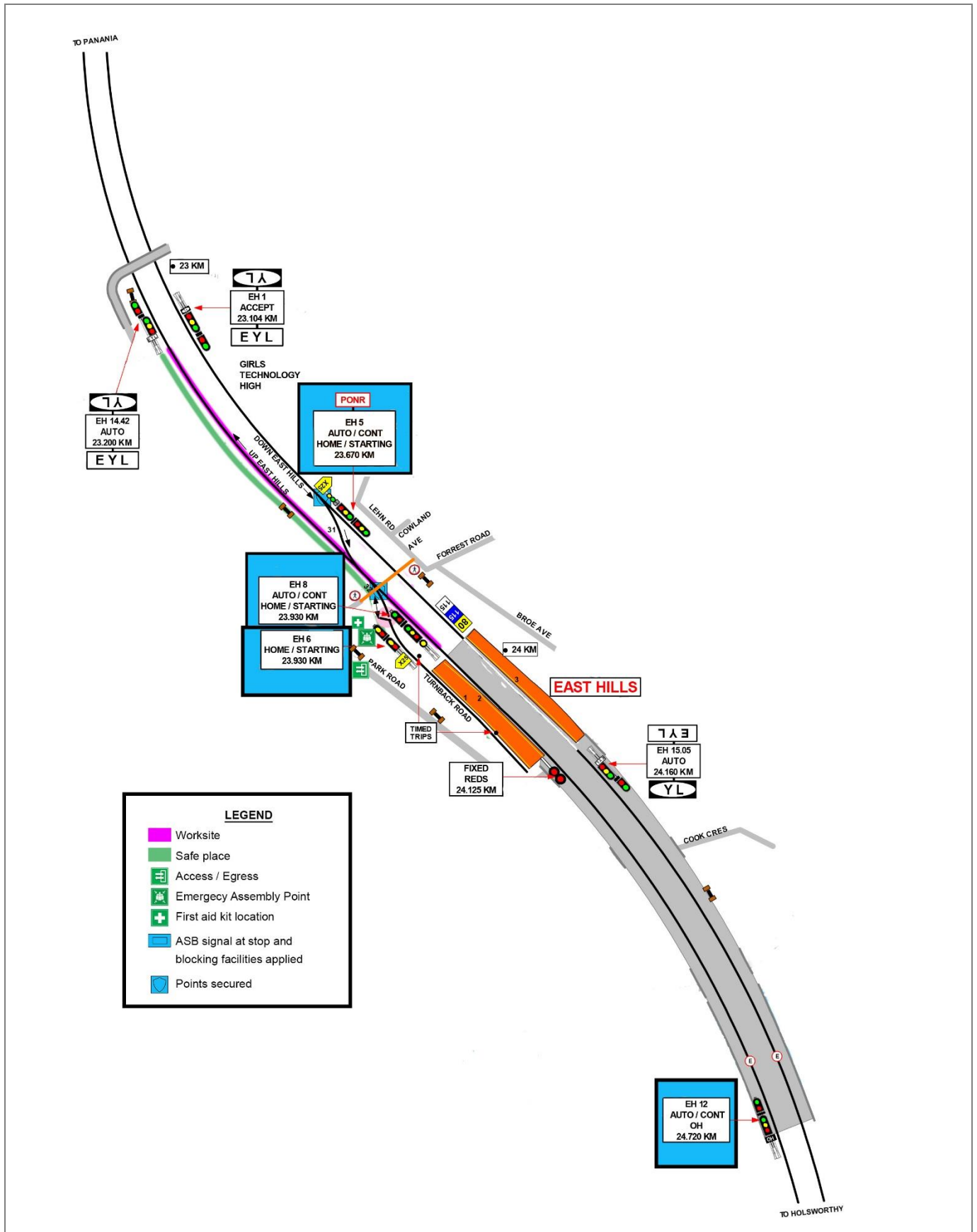
Image 3: View of worksite towards Panania station facing the Up direction



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

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Diagram



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