


# Worksite Protection for Leppington to Leppington Stabling Yard routine network maintenance activities

<b>WORK DESCRIPTION</b>	Routine network maintenance activities
<b>WPP NUMBER</b>	<b>SW3B 12955</b>
<b>SCOPE:</b>	<p>This SWI is applicable for the worksite protection arrangements using lookout working 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>	<p><b>Protection Officer:</b> Protection Officer Level 1 or higher</p> <p><b>Lookout:</b> Engineering Hand signaller Level 1 or higher or Protection Officer Level 1 or higher.</p>
<b>SAFETY CONTROLS: Lookout working arrangements</b>	<p>The nominated worksite location for Lookout Working includes the <b>Leppington Up Main, Leppington Down Main, Leppington Up Loop, Leppington Down Loop and all tracks Leppington Stabling Yard from.</b></p> <p>The nominated worksite location for Lookout Working is a moving worksite, where workers are working along the track within the limits of the nominated worksite location up to the where the Lookout is established.</p> <p>As work moves along the track, the Protection Officer must assess the new location and:</p> <ul style="list-style-type: none"> <li>• Establish and/or re-establish Lookouts as required to watch for approaching rail traffic from all entry points</li> <li>• Designate and instruct which safe places the workers are to use as the work is completed along the work route within the worksite limits.</li> </ul>
<b>PRESTART REQUIREMENTS:</b>	<p>Protection Officer assessment checklist must be completed before instructions in this SWI are followed.</p> <p><b>Tools and equipment required:</b></p> <ul style="list-style-type: none"> <li>• Protection Officer requires a phone to contact the Signaller.</li> <li>• Lookouts require a high-visibility arm sleeve and a whistle/horn.</li> </ul>
<b>FURTHER INFORMATION:</b>	<p><i>NWT 300 Planning work in the Rail Corridor</i></p> <p><i>NWT 310 Lookout Working</i></p> <p><i>NPR 711 Using Lookouts</i></p> <p><i>NPR 751 Calculating Minimum Warning Time</i></p> <p><i>NPR 712 Protecting work from rail traffic on adjacent lines</i></p> <p><i>NGE 200 Walking in the Danger Zone</i></p> <p><i>Lookout Working Prohibited Locations Register</i></p> <p><i>NLA 514 Leppington</i></p>

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Protection Officer assessment checklist		
<b>Protection Officer's name:</b>		<b>Yes</b> <i>(Tick if Yes)</i>
This document has not expired 12 months beyond the issue date.		
SWI details and protection arrangements have been reviewed and validated for the assessed worksite location, including: <ul style="list-style-type: none"> <li>On-site safety assessment has been completed for relevancy of works being undertaken</li> <li>The required protection details, environment and tasks are unchanged from the details of this SWI</li> </ul>		
The Protection Officer and Qualified Workers deploying qualifications are current and have practiced in the last 6 months. If not practiced, then a Rail Safety Coach must be contacted for guidance.		
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**

name       signature       contact no.

Work location:

Scope of work:

Worksite protection:  Refer to Worksite Protection Plan for details

Hazards <small>(e.g. environment, plant, equipment, human error)</small>	Controls <small>(to be implemented to eliminate or reduce the risk to the lowest practicable level)</small>	Person responsible for Control
<b>Approaching rail traffic</b>	<ul style="list-style-type: none"> <li>Lookouts must be trained and competent to perform lookout duties.</li> <li>Lookouts must be rotated if performing lookout for extended periods of time.</li> <li>Workers to remain within worksite limits as set out in this procedure.</li> <li>Lookouts must be placed as per protection plan on page 9..</li> <li>Workers are to stop work and move to a safe place immediately on being warned by the lookouts</li> </ul>	Protection Officer and Lookout
<b>Live adjacent lines</b>	<ul style="list-style-type: none"> <li>Lookouts must provide warning to workers when rail traffic is approaching from the adjacent line in either direction.</li> </ul>	Protection Officer and Lookout
<b>Two - way running / multiple entry points into worksite</b>	<ul style="list-style-type: none"> <li>One Lookout placed watching each direction before work starts. Lookouts are to warn workers of approaching rail traffic, including rail traffic entering or travelling within the worksite. Workers are to stop work and move to a safe place.</li> </ul>	Protection Officer and Lookout
<b>Obstruction to Minimum Sighting Distance</b>	<ul style="list-style-type: none"> <li>Lookouts must provide warning to the workers whenever their line of sight is obstructed by passing rail traffic. Workers must stop work and move to a safe place and reassess positioning and method</li> </ul>	Protection Officer and Lookout
<b>Adjoining/Surrounding Worksites</b>	<ul style="list-style-type: none"> <li>Lookouts must have two independent audible warning devices that can be heard by workers over any noise generated by adjoining/surrounding worksites.</li> <li>Lookouts are to provide warning if their line of sight is obstructed by adjoining/surrounding worksites.</li> </ul>	Protection Officer and Lookout
<b>Access to / Egress from worksite</b>	<ul style="list-style-type: none"> <li>Access and egress points must be agreed prior to entering the danger zone, consideration should be given to ease of access and safest possible entry and exit points.</li> </ul>	All
<b>Slips, trips, falls and hazards carrying equipment</b>	<ul style="list-style-type: none"> <li>Protection Officer will assess and instruct when it is safe for workers to use NGE 200 Walking in the Danger Zone to move to the worksite or safe place.</li> </ul>	All
<b>Mobile phone</b>	<ul style="list-style-type: none"> <li>Mobile phones use is not permitted in the danger zone unless being used by maintenance staff for critical maintenance communications or recording of defects.</li> </ul>	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 – Lookout Working**

**Signaller details**

<input type="text" value="name"/>	<b>Glenfield Panel</b>	<b>0285683442</b>
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**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"/>

Workplace Supervisor details:

Type of work:

**Worksite location**

on the	<b>Up Leppington Main and Loop lines and Leppington Stabling Yard</b>	<input type="checkbox"/>
between	<input type="text" value="200 Points"/> and <input type="text" value="End of Terminal Line"/>	
on the	<b>Down Leppington Main and Loop lines and Leppington Stabling Yard</b>	<input type="checkbox"/>
between	<input type="text" value="200 Points"/> and <input type="text" value="End of Terminal Line"/>	

**Worksite assessment**

The Lookout Working Prohibited Locations Register been consulted Yes

**Warning method**

<input type="text" value="Horn"/>	<input type="text" value="Whistle"/>	<input type="text"/>
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**Minimum Warning Time Calculations**

Maximum track speed	<input type="text" value="60 km/h"/>				
Number of Lookouts used	<input type="text" value="1"/>	Position of Lookouts	<input type="text" value="50.321km"/>	to	<input type="text" value="53.362km"/>
Number of additional Lookouts* used	<input type="text"/>	Position of Lookouts	<input type="text" value="km"/>	to	<input type="text" value="km"/>

\* Add an additional 5 seconds See Time if an additional Lookout is used

**Note** - Lookouts are relocated to positions within these KMs as workers move along the worksite.

5 sec	+	3 sec	+	10 sec	<b>= Minimum Warning Time (MWT)</b>	18 sec	60km/h	300metres
5 sec	+	3 sec	+	10 sec		18 sec	25km/h	125 metres
5 sec	+	3 sec	+	10 sec		18 sec	15km/h	75 metres
<i>See Time (S)</i>		<i>Move Time (M)</i>		<i>Safe Time</i>	<i>(S+M+10 sec = MWT)</i>	<i>Track speed</i>	<i>Minimum Sighting Distance as calculated</i>	

**Note** – Additional MWT calculations can be recorded in the Protection Officer’s Diary.

**Where are the safe places identified for the Lookouts and the workers?**

Lookouts:

Workers:

**Ensure the workers have been briefed about these work details** Yes

Diagrams, notes, and detailed instructions are over the next pages. These are to be read and followed as part of this worksite protection plan for Lookout Working.

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INSTRUCTIONS:	<ol style="list-style-type: none"> <li>1. Workers enter the rail corridor via Leppington Stabling Yard Employees Car Park</li> <li>2. Protection Officer briefs workers about the worksite protection arrangements.</li> <li>3. Protection Officer contacts Glenfield Panel and tells the Signaller about the use of Lookout Working.</li> <li>4. Establish Lookouts at designated locations.</li> <li>5. Workers start work up to designated locations.</li> <li>6. Workers move to safe place.</li> <li>7. Re-establish Lookouts at next designated location.</li> <li>8. Repeat steps 5-7 until work is complete.</li> <li>9. Workers move to a safe place.</li> <li>10. Recall lookouts.</li> <li>11. Workers egress the worksite via Leppington Rickard Rd access gate.</li> <li>12. Protection Officer contacts Glenfield Panel to end Lookout Working.</li> </ol>
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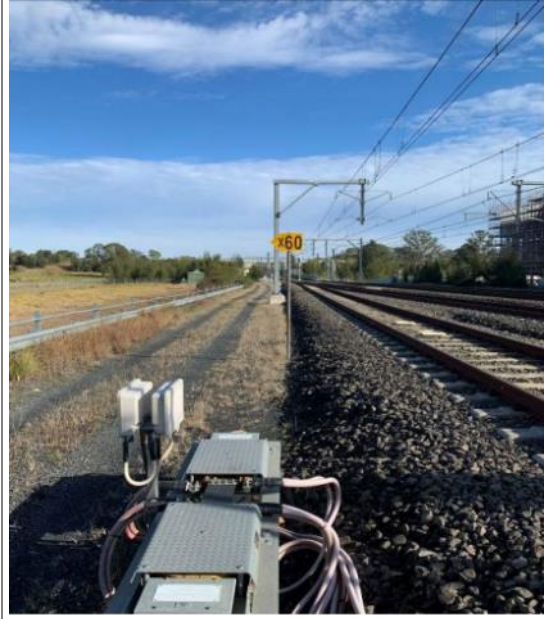
ADDITIONAL DETAILS	<p><b><u>Obstruction to Minimum Sighting Distance</u></b></p> <p>Work groups must ensure they are inducted into <b>Leppington Stabling Yard</b> prior to commencing work. Leppington Yard is two-way running where rail traffic movements can occur in any direction at any time between Yard Limits. Stabled rail traffic on any tracks may obstruct minimum sighting distance. When this hazard is identified, workers must stop work and move to a safe place until the Protection Officer makes an assessment and relocates lookouts to achieve the required minimum sighting distance.</p>
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LOOKOUTS	 <p><b>Image 1:</b> View towards country from Leppington Platform 4</p>	 <p><b>Image 2:</b> View towards city from Leppington Platform 4</p>
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**Image 3:** Lookout in Down cess near LE 31 signal looking for approaching down rail traffic



**Image 4:** Location of Lookout in Down cess near LE 31 signal looking for approaching up rail traffic



**Image 5:** View towards City from Lookout Position, Stabling Yard



**Image 6:** View towards Country (Terminations) from Lookout Position, Stabling Yard

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ACCESS /  
EGRESS



**Image 7:** Access to Leppington Stabling Yard off McCann Rd



**Image 8:** Access to the rail corridor via Leppington Stabling Yard Carpark



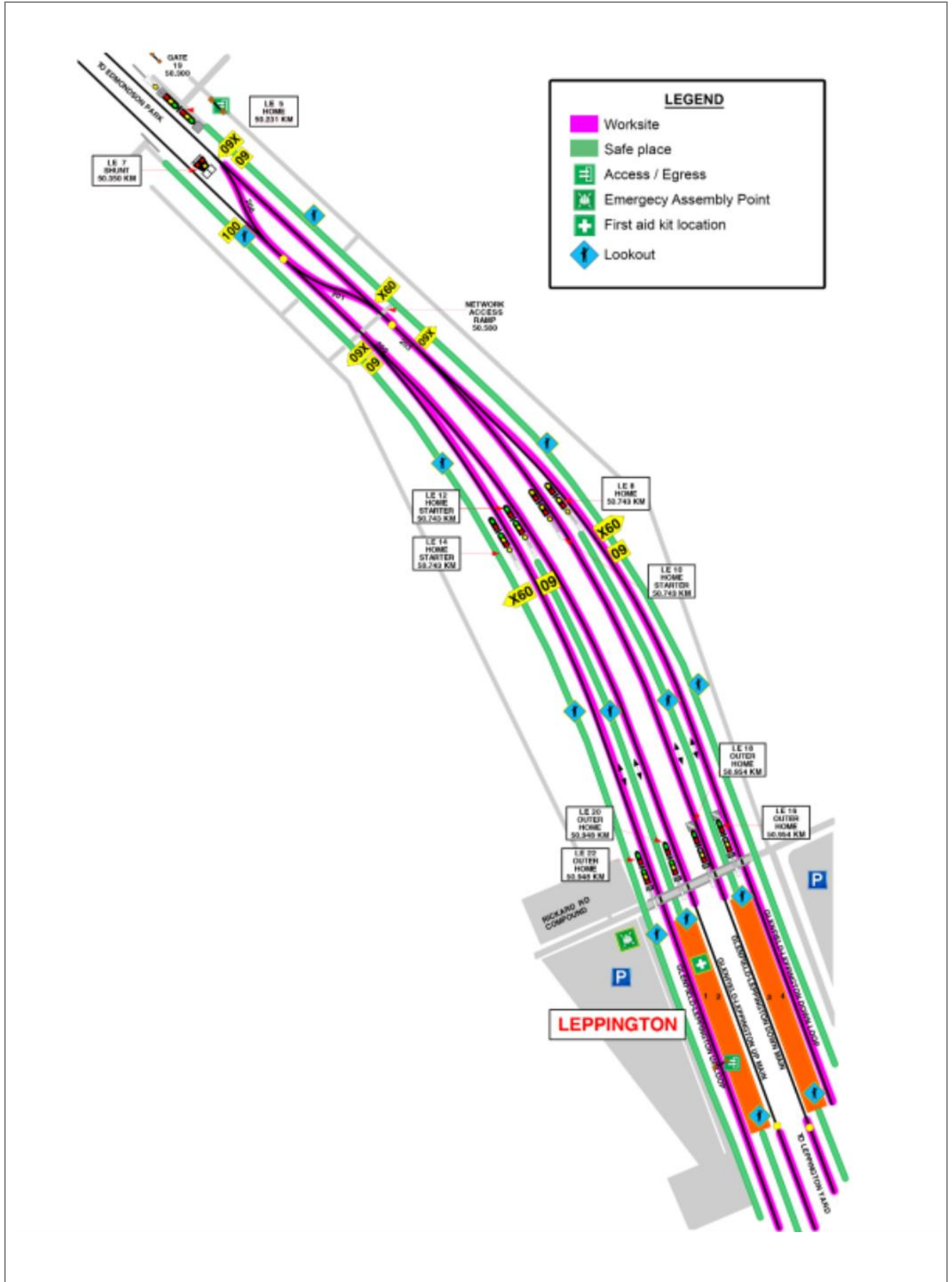
**Image 9:** Leppington Stabling Yard office



**Image 10:** Egress from Rail Corridor at Leppington - Rickard Road

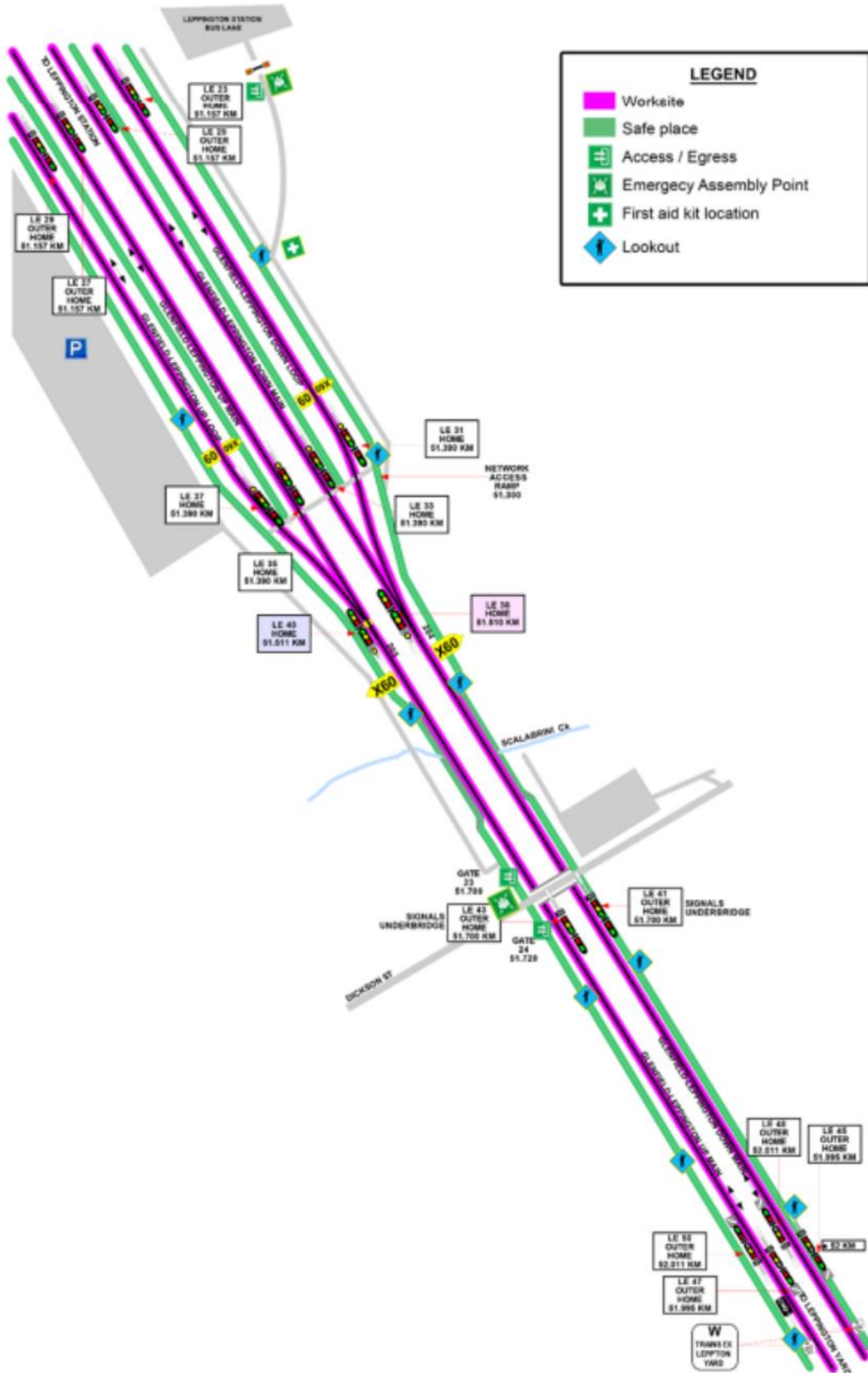
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Diagram



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Diagram



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