# Lookout Working Worksite Protection for Blacktown Yard routine network maintenance activities

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| WORK DESCRIPTION | **Routine network maintenance activities** |
| WPP NUMBER | WT06B 12756 |
| SCOPE: | 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.<br>Work activities include:<br>• 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<br>**Lookout**: Engineering Hand signaller Level 1 or higher or Protection Officer Level 1 or higher. |
| SAFETY CONTROLS: Lookout working arrangements | The nominated worksite location for Lookout Working includes the **No.1 and No.2 Goods Sidings, No.1 to No.6 Car Sidings, Arrival Road, No.1 and No.2 RSA Sidings, Up Loop Line.**<br>Between **Clear of 375 Points to clear of 323 points, No.1 to No.6 Car Sidings, Arrival Road, No.1 and No.2 RSA Sidings**.<br>Between **Clear of 322 Points to End of Terminal Lines, No.1 and No.2 Goods Sidings.**<br>Between **317 points to 314 points, Up Loop Line**.<br>The nominated worksite location for Lookout Working is moving worksite, where workers are working along the track within the limits of the nomination location up to the where the lookout is established.<br>As work moves along the track, the protection Officer must assess the new location and:<br>The Protection Officer must:<br>• Establish Lookouts as required to watch for approaching rail traffic from all entry points<br>• Designate and instruct which safe places the workers are to use as the work is completed along the work route within the worksite limits. |
| PRESTART REQUIREMENTS: | Protection Officer assessment checklist must be completed before instructions in this SWI are followed.<br>Tools and equipment required:<br>• Protection Officer requires a phone to contact the Signaller.<br>Lookouts require a high-visibility arm sleeve and a whistle/horn. |
| FURTHER INFORMATION: | *NWT 300 Planning work in the Rail Corridor*<br>*NWT 310 Lookout Working*<br>*NPR 711 Using Lookouts*<br>*NPR 751 Calculating Minimum Warning Time*<br>*NGE 200 Walking in the Danger Zone*<br>*NLA 208 Blacktown*<br>*Lookout Working Prohibited Locations Register* |

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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. | |
| SWI details and protection arrangements have been reviewed and validated for the assessed worksite location, including:<br>On-site safety assessment has been completed for relevancy of works being undertaken<br>The required protection details, environment and tasks are unchanged from the details of this SWI | |
| 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: **Lookout Working** 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 | • Lookouts must be trained and competent to perform lookout duties.<br>• Lookouts must be rotated if performing lookout for extended periods of time<br>• Workers to remain within worksite limits as set out in this procedure.<br>• Lookouts must be placed as per protection plan on page 8.<br>• Workers are to stop work and move to a safe place immediately on being warned by the lookouts | Protection Officer and Lookout |
| Live adjacent lines | Lookouts must provide warning to workers when rail traffic is approaching from the adjacent line in either direction. | Protection Officer and Lookout |
| No Safe Place on Track through platform 3 Blacktown | No work to be conducted on the up loop on track through platform 3 Blacktown | Protection Officer and Lookout |
| Two - way running / multiple entry points into worksite | 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. | Protection Officer and Lookout |
| Obstruction to Minimum Sighting Distance | 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 | Protection Officer and Lookout |
| Adjoining/Surrounding Worksites | • Lookouts must have two independent audible warning devices that can be heard by workers over any noise generated by adjoining/surrounding worksites.<br>• Lookouts are to provide warning if their line of sight is obstructed by adjoining/surrounding worksites. | Protection Officer and Lookout |
| Access to / Egress from worksite | 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. | All |
| Slips, trips, falls and hazards carrying equipment | 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. | All |
| Mobile phone | Mobile phones use is not permitted in the danger zone unless being used by maintenance staff for critical maintenance communications or recording of defects. | 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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## Workplace Supervisor details

| name | signature | contact No. |
|---|---|---|
| | | |

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

**Participant acknowledgement**

**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:

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 worksites
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

| Name | Signature | Time of briefing: hh:mm | Amendment briefing: hh:mm and initial |
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## Worksite Protection Plan – Lookout Working

**Signaller Details**

| name | Blacktown Panel | 02 9851 7207 |
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**Protection Officer Details**

| name | signature | contact No. |
|---|---|---|
| RSW or RIW No. | designation | Planned duration |

Workplace Supervisor details:

Type of work:

**Worksite location**

| | | | |
|---|---|---|---|
| on the | No.1 to No.6 Car Sidings, Arrival Road, No.1 and No.2 RSA Sidings | | |
| On the | No.1 Goods Sidings. | and | No.2 Goods Sidings |
| on the | Up Loop Line | | |
| between | 375 Points / 322 Points / 317 Points | and | 323 Points / End of Terminal Lines / 314 Points |

**Worksite assessment**

The Lookout Working Prohibited Locations Register been consulted Yes ☐

**Warning method**

| Horn | Whistle | Voice |
|---|---|---|

**Minimum Warning Time Calculations**

Maximum track speed: 70km/h

Number of Lookouts used: 1 Position of Lookouts: 34.795km to 36.130km

Number of additional Lookouts* used: X Position of Lookouts: km and km

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

| See Time (S) | | Move Time (M) | | Safe Time | = Minimum Warning Time (MWT) | | Track speed | Minimum Sighting Distance as calculated |
|---|---|---|---|---|---|---|---|---|
| 2sec | + | 3sec | + | 10 sec | | 15 sec | 70km/h | 292 metres |
| 2sec | + | 3sec | + | 10 sec | | 15 sec | 25 km/h | 105 metres |
| 2sec | + | 5sec | + | 10 sec | | 17 sec | 25km/h | 119 metres |
| 2sec | + | 3sec | + | 10 sec | | 15sec | 13km/h | 55metres |
| 2sec | + | 5sec | + | 10 sec | | 17sec | 13km/h | 62metres |
| | | | | | (S+M+10 sec = MWT) | | | |

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: Up cess, wide 6 foot, walkways, behind structures and signals

Workers: Up cess, wide 6 foot, walkways, behind structures and signals

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

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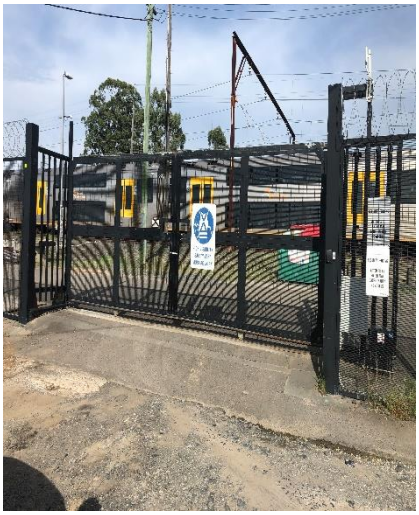
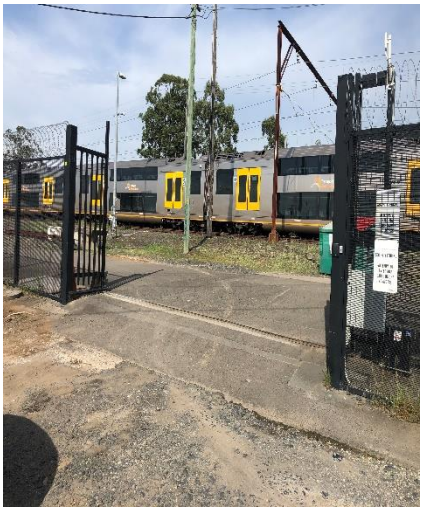
Diagrams, notes, and detailed instructions are over the next pages. These are to be read and followed as part of this worksite protection plan for Lookout Working.

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| INSTRUCTIONS: | 1. Workers enter the rail corridor via W00 35.676 U<br>2. Protection Officer briefs workers about the worksite protection arrangements.<br>3. Protection Officer contacts Blacktown panel and tells the Signaller about the use of Lookout Working.<br>4. Establish Lookouts at designated locations.<br>5. Workers start work up to designated locations.<br>6. Workers move to safe place.<br>7. Re-establish Lookouts at next designated location.<br>8. Repeat steps 6-8 until work is complete.<br>9. Workers move to a safe place.<br>10. Recall lookouts.<br>11. Workers egress the worksite via gate M17 34.818 U or move to the next location<br>12. Protection Officer contacts Blacktown Panel to end Lookout Working if required. |
| ADDITIONAL DETAILS | <u>Two-way running / multiple entry points</u><br>Blacktown Up Loop Line is a two-way running area. Rail traffic movements can occur in any direction.<br>A Lookout is placed watching both directions and must provide warning for any rail traffic approach. Workers must move into a safe place when Lookouts provide a warning regardless of which line the rail traffic is approaching on.<br><u>Obstruction to Lookout's Minimum Sighting Distance</u><br>Lookout must provide warning to workers when Minimum Sighting Distance is impeded by rail traffic on adjacent lines. All workers must remain in a safe place until Lookout can re-establish Minimum Sighting Distance.<br><u>Train stabled in the Blacktown Up Loop Line</u><br>Protection Officer must make sure they can maintain minimum warning time if a train is stable in the Blacktown Up loop line. Protection officer can also create a safe place using stationary rail traffic as per Network Rules and Procedures.<br><u>No safe place through the platform for lookout working.</u><br>No work to be conducted on the Up loop line on track through platform 3 Blacktown. Protection Officer to assess when it is safe to use NGE200 to cross the live lines to exit the worksite. Workers to follow Protection Officers instructions. |
| LOOKOUTS<br><br>Key Locations | <br>**Image 1**: View of Up direction Lookout at 35.642 KM 6Foot<br><br><br>**Image 2**: View of Down direction lookout at 34.795 KM 6Foot |

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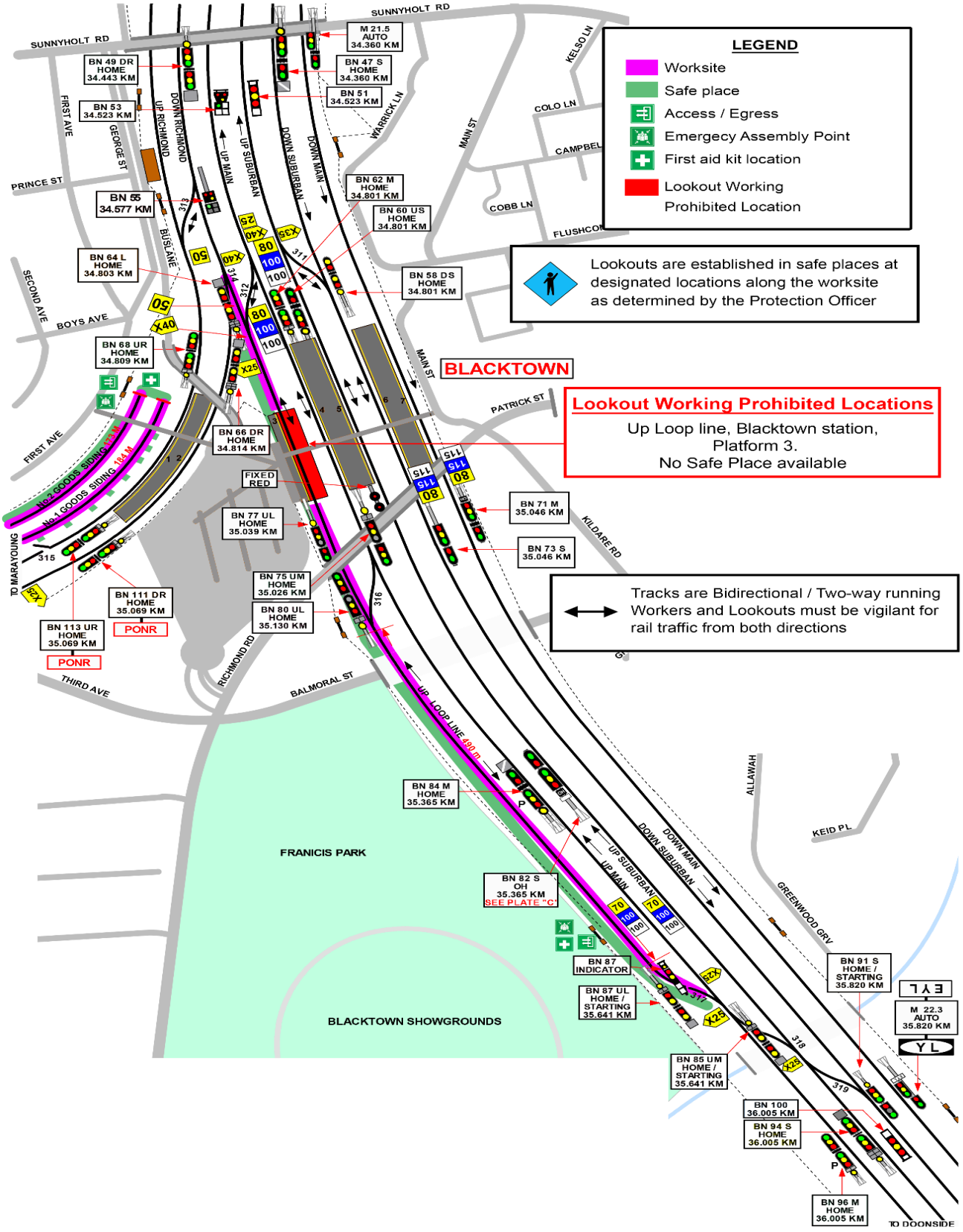
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|---|---|---|
| | <br>**Image 3**: Access/egress/EAP gate W00 35.676 U | <br>**Image 4**: Access/egress/EAP gate M17 34.818 U |
| **INSTRUCTIONS:**<br>Location 2 | 1. Protection Officer briefs workers about the worksite protection arrangements.<br>2. Protection Officer places Lookouts watching for rail traffic approach in both directions at the designated locations.<br>3. Workers start work up to where Lookouts are located or where they can't effectively warn workers.<br>4. Workers move to a safe place.<br>5. Repeat steps 3 – 5 until workers complete between **End of terminal lines** and **Clear of 322 points.**<br>6. Once work is complete, all workers move into a safe place.<br>7. Protection Officer recalls Lookouts.<br><br>Protection Officer/Lookouts and workers move to the next location or exit the rail corridor via gate **M17 35.435 U.** | |
| ADDITIONAL DETAILS | <u>Two-way running / multiple entry points</u><br>No.1 and No.2 Goods sidings is a two-way running area. Rail traffic movements can occur in any direction.<br>A Lookout is placed watching both directions and must provide warning for any rail traffic approach. Workers must move into a safe place when Lookouts provide a warning regardless of which line the rail traffic is approaching on.<br><u>Obstruction to Lookout's Minimum Sighting Distance</u><br>Lookout must provide warning to workers when Minimum Sighting Distance is impeded by rail traffic on adjacent lines. All workers must remain in a safe place until Lookout can re-establish Minimum Sighting Distance.<br><u>Train stabled in the No.1 and No.2 Goods sidings</u><br>Protection Officer must make sure they can maintain minimum warning time if a train is stable in the No.1 and No.2 Goods sidings. Protection officer can also create a safe place using stationary rail traffic as per Network Rules and Procedures. | |
| | <br>**Image 3**: View of Up direction Lookout at 35.113 KM Cess | <br>**Image 3**: EAP gate Up Cess |
| INSTRUCTIONS<br>Location 3 | 1. Protection Officer briefs workers about the worksite protection arrangements.<br>2. Workers to make their way down walkway from No.1 and No.2 goods sidings to Blacktown Car Sidings or enter through rail corridor via gate **M17 35.435 U**, located on the Up side off **Forth Avenue.**<br>3. Establish Lookouts at designated locations.<br>4. Workers start work up to designated locations.<br>5. Workers move to a safe place.<br>6. Re-establish Lookouts at next designated location.<br>7. Repeat steps 3-6 until work is complete.<br>8. Recall lookouts.<br>9. Workers egress the worksite via gate **M17 35.435 U**<br><br>Protection Officer contacts **Blacktown Panel** to end Lookout Working if required. | |

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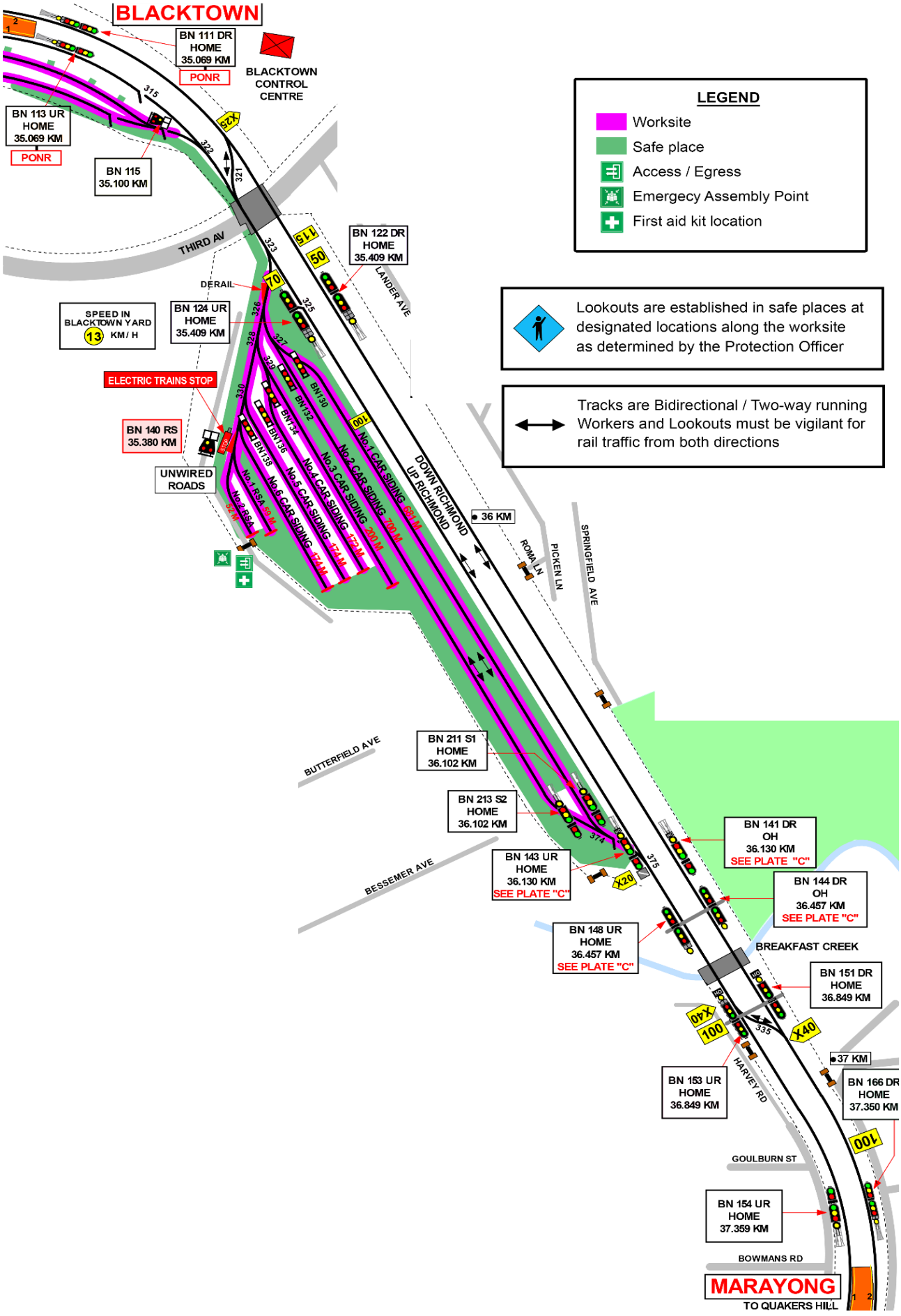
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| ADDITIONAL DETAILS | <u>Two-way running / multiple entry points</u><br>Blacktown Yard is a two-way running area. Rail traffic movements can occur in any direction.<br>A Lookout is placed watching both directions and must provide warning for any rail traffic approach. Workers must move into a safe place when Lookouts provide a warning regardless of which line the rail traffic is approaching on.<br><u>Obstruction to Lookout's Minimum Sighting Distance</u><br>Lookout must provide warning to workers when Minimum Sighting Distance is impeded by rail traffic on adjacent lines. All workers must remain in a safe place until Lookout can re-establish Minimum Sighting Distance. |
| **LOOKOUTS and KEY LOCATIONS** | <br>**Image 1:** View of Down direction Lookout at **35.266 KM** 6 foot<br><br>**Image 2:** View of Up direction Lookout at **36.130 KM** cess.<br><br>**Image 3:** Egress gate **M17 35.435 U**<br><br>**Image 4:** Emergency Assembly Point Up Cess at gate **M17 35.435 U** |

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## Diagram




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## Protection Officer's diary

| Date | Time | Notes |
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