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## Correctly defining work on track limits and locations

**This information has been prepared to assist Protection Officers, Signallers and Network Controllers with correctly defining limits and locations for work on track.**

Correctly defining the limits of work on track authorities and worksite locations is critical to making sure that work on track is correctly protected, and that workers in the Danger Zone understand the limits of the protection.

When planning work on track, Protection Officers must also consider the type of protection to be used and nominate or define the authority limits or worksite locations accordingly.

### Absolute Signal Blocking

When requesting ASB, Protection Officers must identify the line name and define the worksite location as being:

- From one signal to another signal, or
- From a signal to end of a terminal line.

If the nominated worksite location is on more than one line, the Protection Officer must define the nominated worksite location separately for each line.

Signals used to define the nominated worksite location must be associated with the specific lines and identified by their numbers.

A signal that is associated with a specific line can be a signal that:

- Is on the same identified line, or
- Provides immediate entry to the identified line.

Unlike other work on track authorities and methods. The entire area from nominated signals or ends of terminal lines is the worksite.

### Signal Key Switch Blocking

In accordance with *NWT 320 Signal Key Switch Blocking*, when requesting SKS Blocking, the Protection Officer must:

- Identify the line, and
- define the worksite location as being *between* two signals

The SKS signal being used to protect the work may be used to define the worksite location.

A Lookout and easily reached safe place must be provided if the worksite is within 500m of the protecting SKS signal.

### Track Occupancy Authority

When requesting a TOA, the Protection Officer must define and request the TOA limits as being as:

- from one yard limit to another yard limit, or
- defined clearance points wholly within one yard's limits, or
- one yard limits and a defined clearance point with another yard
- a defined clearance point within one yard's limits and a defined clearance point within another yard's limits, or
- a defined clearance point wholly within an intermediate siding

If the TOA will involve joint occupancy following a unidirectional rail traffic movement. In addition to defining the TOA limits, the Protection Officer must define the limits of the fixed worksites or the starting point for track vehicle journey, as being *between* two signals.

Where the TOA will not involve joint occupancy with a rail traffic movement it is not necessary to define worksite limits when requesting a TOA.

The Protection Officer must make sure that a worksite is not established within 500m of a protecting signal, unless a set of points can be clipped to prevent access to the TOA.

Protection Officers record worksite limits for a TOA using the *NRF015A Worksite Protection Plan* form.

### Track Work Authority

When requesting a TWA, the Protection Officer must identify the line and define the worksite limits in kilometres.

Protection Officers must also nominate the worksite kilometres as being:

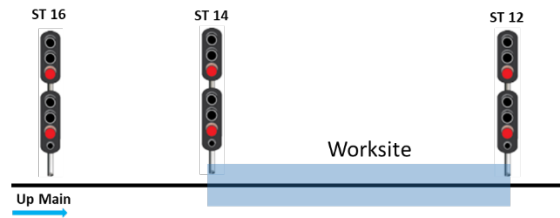
- *between* two signals, or
- *between* a signal and an end of terminal line.

This is to assist the Signaller in identifying the worksite limits on the track indicator diagram.

Handsignaller locations are measured from the worksite kilometre limits, not from the signals used to nominate the worksite limits.

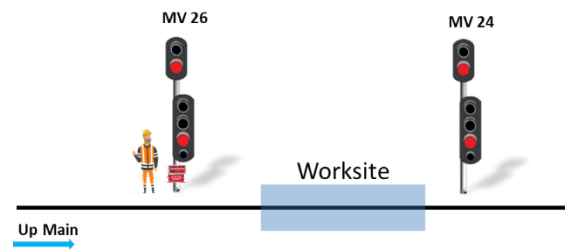
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## Absolute Signal Blocking (ASB)

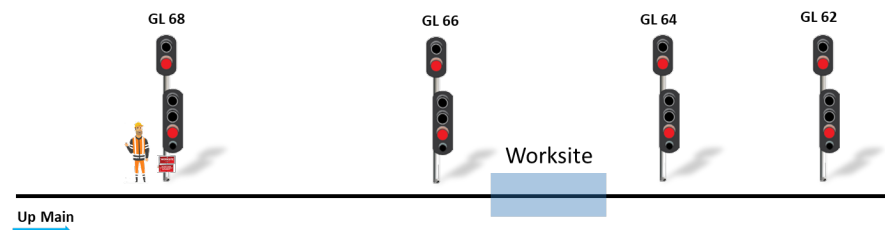


**FIGURE 2:** In this example the nominated worksite location is defined as 'On the Up Main line *from* ST 14 Signal to ST 12 Signal.' The entire area from the nominated signals is the worksite.

## Signal Key Switch Blocking

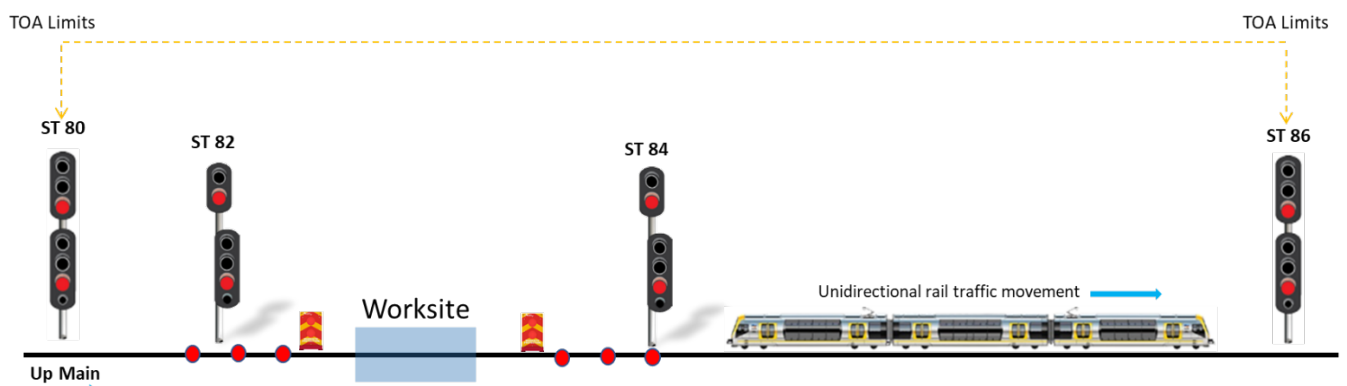


**FIGURE 3:** In this example the worksite location is defined as 'On the Up Main line *between* MV 26 Signal to MV 24 Signal.' MV 26 is also the protecting SKS signal for the worksite.



**FIGURE 4:** In this example the worksite location is defined as 'On the Up Main line *between* GL 66 Signal to GL 64 Signal.'

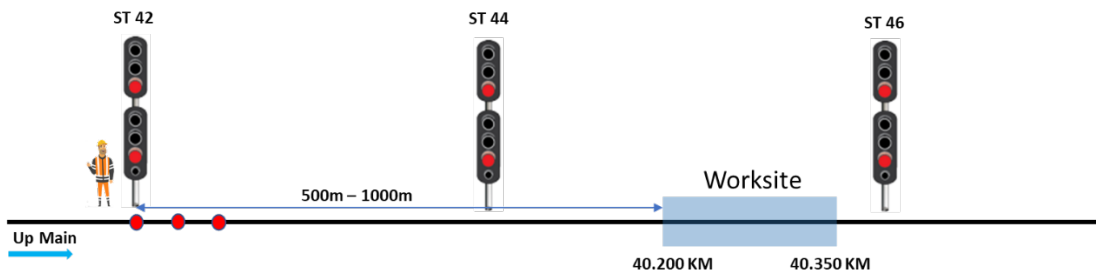
## Track Occupancy Authority (TOA)



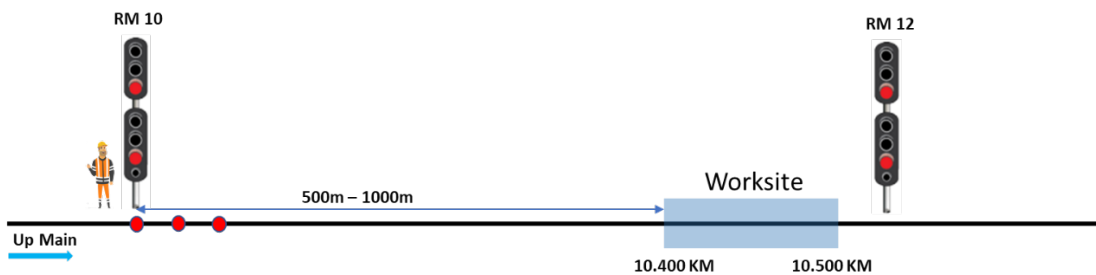
**FIGURE 5:** In this example the worksite location is defined as 'On the Up Main line *between* ST 82 Signal to ST 84 Signal. This is only required if the Signaller is issuing a TOA with joint occupancy following a unidirectional rail traffic movement that is clear of the worksite.

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## Track Work Authority (TWA)



**FIGURE 5:** In this example the worksite limits are defined as 'On the Up Main line from 40.200 KM to 40.350KM, *between* ST 44 Signal to ST 46 Signal'. Handsignaller locations are measured from the worksite kilometre limits, not the signals used to nominate the worksite limits.



**FIGURE 6:** In this example the worksite limits are defined as 'On the Up Main line from 10.400 KM to 10.500KM, *between* RM 10 Signal to RM 12 Signal'. Handsignaller locations are measured from the worksite kilometre limits, not the signals used to nominate the worksite limits. Like with SKS Blocking, the protecting signal may be used to nominate the worksite to the Signaller.