# SKS Worksite Protection for Glenbrook routine network maintenance activities



DOCUMENT NO.	D2022/3843		
WORK DESCRIPTION	Routine network maintenance activities		
WPP Number	WT1D1 10178	SAP Code	
SCOPE:	This SWI is applicable for the worksite protection arrangements using Signal Key Switch Blocking concerning routine network maintenance, defect management and repair of assets within the limits specified below and in the attached plan.  Work activities include:  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: Handsignallers: Engineering Hands	-	
SAFETY CONTROLS – Signal Key Switch Blocking (SKS) arrangements:	Signal Key Switch Blocking on the <b>Down Main West line</b> and <b>Up Main West line</b> is a fixed worksite location.  The worksite is protected by:  • 38.9 signal at STOP with the Signal Key Switch removed for the <b>Down Main West line</b> .  • 42.6 signal at STOP with the Signal Key Switch removed for the <b>Up Main West line</b> .  • 2 points and 3 points must remain clipped and locked unless protection is provided on both the <b>Up and Down Main West lines</b> .  • Danger tag and dedicated padlock applied to the door on to Glenbrook control panel.		
PRESTART REQUIREMENTS:	Tools and equipment required:	eklist must be completed before inst es a phone to contact the Signaller.	ructions in this SWI are followed.
FURTHER INFORMATION:	NWT 300 Planning work in the Rail NWT 320 Signal Key Switch Blockin NPR 753 Using Signal Key Switch Bl NPR 754 Using a Signal Key Switch NLA 212 Penrith - Wallerawang NGE 200 Walking in the Danger Zoi	g locking	

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Protection Officer assessment checklist				
Protection Officer's name:			<b>Yes</b> (Tick if Yes)	
This document is still current at the time of its application? (Up to 12 months from the document issue date)				
SWI details and protection arrangements have been reviewed and validated for the assessed worksite location, including:  On-site safety assessment has been completed for relevancy of works being undertaken 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	Dat	e	

### Warning



If an above item does not apply, the Protection Officer must not use this Safe Work Instruction or implement Signal Key Switch Blocking. Use of an alternative Work on Track Rule must be assessed and 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:	1 1	
rotection Officer Details	signatur		contact N	
Work location:	Signatur		Contact iv	
Scope of work:				
Vorksite protection: Signal Key Switch Blockin	g	Refer to Worksite Protect	ction Plan for details	
Hazards (e.g. Site specific hazards identified, including physical environment, human errors, plant and equipment)	Controls (to be implemented to risk to the lowest practicable lev		Person responsible for Control	
Struck by rail traffic	SKS Blocking implemented. Workers must remain within	SKS Blocking implemented.  Workers must remain within worksite limits.		
Adjacent live lines	Designated work and walk an Protection Officer's instruction stop and workers moved to a warned by the Protection Officer	ns. All work must a safe place when	Protection Officer	
Multiple entry points into worksite	Protection Officer must visua 3 points are clipped and loci into the worksite if protection Protection Officer must apply dedicated padlock to Glenbro door lock.	ked to prevent entry is only on one line. v danger tag and	Protection Officer	
Access to / Egress from worksite Slips, trips, falls and hazards carrying equipment	Access and egress points mentering the danger zone, congiven to ease of access and and exit points.  Protection Officer will assess is safe for workers to use NO Danger Zone to move to the place.	ensideration should be safest possible entry and instruct when it the same and instruct when it the same are same and instruct when it the same are	All	
Mobile phone distraction	Mobile phones use is not per zone unless being used by n critical maintenance communof defects.	naintenance staff for	All	
Signaller cut in at Glenbrook control panel during SKS Blocking	Danger tag and dedicated pa entrance of Glenbrook contro Danger tag must have the na details of the Protection Office	ol panel. ame and contact	Protection Officer	



# SKS Worksite Protection for Glenbrook routine network maintenance activities **Workplace Supervisor Details** contact No SWMS/SWI Ref #: Emergency assembly point: First Aid kit First Aider: location: **Workplace Supervisor Acknowledgement** The Workplace Supervisor acknowledges that all identified WHS and rail safety hazards have the signature Yes 🗆 appropriate controls in place to manage and/or eliminate the hazards. **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: 5 have been briefed on the contents of the Worksite Protection Plan 1 have been inducted to the site are free from the effects of alcohol/drugs/fatigue 6 2 have been shown the Worksite Protection Plan diagram hold the applicable and current Rail Safety Worker Authorisation, trade 7. understand the kinds and limits of worksite protection in place 3. licence and/or induction record e.g. Construction Industry Induction 8. have been briefed about any new hazards and controls identified during 4. wear the appropriate Personal Protective Equipment (PPE) the final site inspection (final site inspection must be conducted immediately before commencing work) Mark each check box below with a tick $oxed{oxed}$ if the item applies or a cross $oxed{oxed{x}}$ if the item does not apply have been informed of the requirements of the electrical permit (if have been made aware of any hazardous materials/substances on site required) have been briefed on Safety Data Sheets (SDS) have been briefed on the SWMS/SWIs/documented safe work practice have been briefed on the WHS Management plan for the job have been briefed on the hazards of adjoining worksites/processes. have been instructed in the controls recorded in this document and SWMS/SWIs Name Signature Time of briefing: Amendment briefing:





# Worksite Protection Plan - SKS Blocking

Protection Officer Details	<b>;</b>					
	name		signature		contact No	
RSW	or RIW No.		designation	Planned dura	tion	
Workplace Supervisor de	tails:					
Type of work:						
Worksite Location (t	ick the applicable lin	es)				
On the Do	own Main West line	between	41.3 Signal	and	42.5 Signal	
				<b>_</b>		
On the L	Jp Main West line	between	42.0 Signal	and	41.6 Signal	
Danger tag and dedicate landsignaller details		ocations)		<u> </u>	hr	
1	name		gnal Down Main Wes		Sig/km	
2	name	42.6 SKS Sig	gnal Up Main West li	ne 	Sig/km	
Assurances from Penr	ith panel (confin	rm the details pro	vided by the Signaller,	) 🗌		
The last rail traffic to pathe protection was	ass	rail traffic ID	The last known location of rail traffic	; is	location	
Confirm that there is no	o approaching ra	ail traffic between	protection and worksi	te		
rain Running Informatio	n - Down Main					
Signaller Details			I		I	
	name		Penrith Panel		4780 3824	
Assurances from Kato		·				
The last rail traffic to pass the protection was		rail traffic ID location of rail traffic i		is location		
Confirm that there is no		ail traffic between	protection and worksi	te		
rain Running Informatio	on - Up Main	ı				
Signaller Details	<u>'</u>	•		•	·	
	name		Katoomba Panel		9851 7401	

Protection Officer's log, 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 Signal Key Switch Blocking.

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Before allowing workers to enter the Danger Zone, confirm:

- all entry points into the affected portion of track have been reduced or protected
- the Handsignaller has removed the key from the signal key switch and the signal is at STOP

Line (circle)		Rail traffic ID	Arrival time	Departure time	SKS key removed time	Cleared worksite time
Up Main West	Down Main West					
Up Main West	Down Main West					
Up Main West	Down Main West					
Up Main West	Down Main West					
Up Main West	Down Main West					
Up Main West	Down Main West					
Up Main West	Down Main West					
Up Main West	Down Main West					
Up Main West	Down Main West					
Up Main West	Down Main West					
Up Main West	Down Main West					
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Up Main West	Down Main West					
Up Main West	Down Main West					
Up Main West	Down Main West					
Up Main West	Down Main West					

## **Ending SKS Blocking**

Worksite location – Down Main West line between 41.3 Signal to 42.5 Signal	□ N/A	
Worksite location – Up Main West line between 42.0 Signal to 41.6 Signal	□ N/A	
Workers and equipment clear of the Danger Zone		hr
Handsignaller(s) have restored the SKS key(s)		hr
Danger tag and dedicated padlock removed to entrance of Glenbrook control panel		hr

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#### **INSTRUCTIONS:**

- 1. Workers enter corridor via Down cess gate W000 67.301 D at Glenbrook.
- 2. Protection Officer briefs workers about the worksite protection arrangements.
- 3. Handsignaller placed at the required SKS Signals:
  - 38.9 Signal, Down Main West line,
  - 42.6 Signal, Up Main West line.
- 4. Workers remain in Down cess safe place until Protection Officer informs all protection is in place.
- 5. Protection Officer contacts the required Signallers at:
  - Penrith Panel to request SKS Blocking on 38.9 Signal on the Down Main West line,
  - Katoomba Panel to request SKS Blocking on 42.6 Signal on the Up Main West line.
- 6. Once permission is granted, Protection Officer instructs placed Handsignallers to arrange the removal of the SKS key from their respective SKS signals.
- Protection Officer confirms with placed Handsignallers that the SKS key has been removed and the signal is displaying STOP.
- 8. Protection Officer contacts the Signaller at Penrith Panel / Katoomba Panel to confirm that rail traffic has been excluded from the affected portion of track.
- 9. Protection Officer confirms with Penrith Panel / Katoomba Panel:
  - train running information for rail traffic planned to pass through the worksite,
  - the Identification number of last rail traffic to enter the affected portion of track and its last known location.
  - that there is no rail traffic approaching the worksite.
- 10. Protection Officer applies a Danger tag and dedicated padlock to Glenbrook Control Panel door lock with the following information:
  - Protection Officers name and contact number,
  - · SKS Blocking is in place.
- 11. Protection Officer confirms 2 points and 3 points are clipped and locked if implementing SKS Blocking on just the Up Main West line or the Down Main West line.
- 12. Protection Officer informs workers protection is in place and to start work.
- 13. Once work is complete, workers move to a safe place.
- 14. Protection Officer instructs placed Handsignallers at SKS signals to restore the key.
- 15. Once placed Handsignallers have confirmed the SKS key has been restored and the signal is displaying PROCEED, Protection Officer contacts the Signaller at Penrith Panel / Katoomba Panel to end SKS Blocking.
- 16. All workers exit the rail corridor via gate **W000 67.301 D** at Glenbrook.

# ADDITIONAL DETAILS

#### Signaller cut in at Glenbrook control panel

Glenbrook control panel may be cut in to operate the points at Glenbrook.

To prevent a Signaller from entering and operating the control panel, a Danger tag and dedicated padlock is applied to the Glenbrook control panel door lock. The Danger tag must have the Protection Officer's name and contact details.

### Multiple entry points

2 and 3 points provide entry points into the worksite if the point clips are removed.

Unless protection is provided on both the **Up Main West line** and the **Down Main West line** at the same time during the work, **2 and 3 points** must remain clipped and locked.

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## **KEY LOCATIONS**



Image 1: Danger tag and dedicated padlock on Glenbrook control panel door.



Image 2: Emergemcy Assembly Point.



Image 3: Access gate W000 67.301 D to the Down Main West line worksite.

# SKS SIGNAL LOCATIONS



Image 4: 38.9 Signal on the Down Main West line



Image 5: Access gate W00 63.029 D to 38.9 Signal



Image 6: 42.6 Signal on the Up Main West line



Image 7: Access gate W00 69.042 U to 42.6 Signal

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### **DANGER TAG**



Image 7: Example of front side of the Danger tag

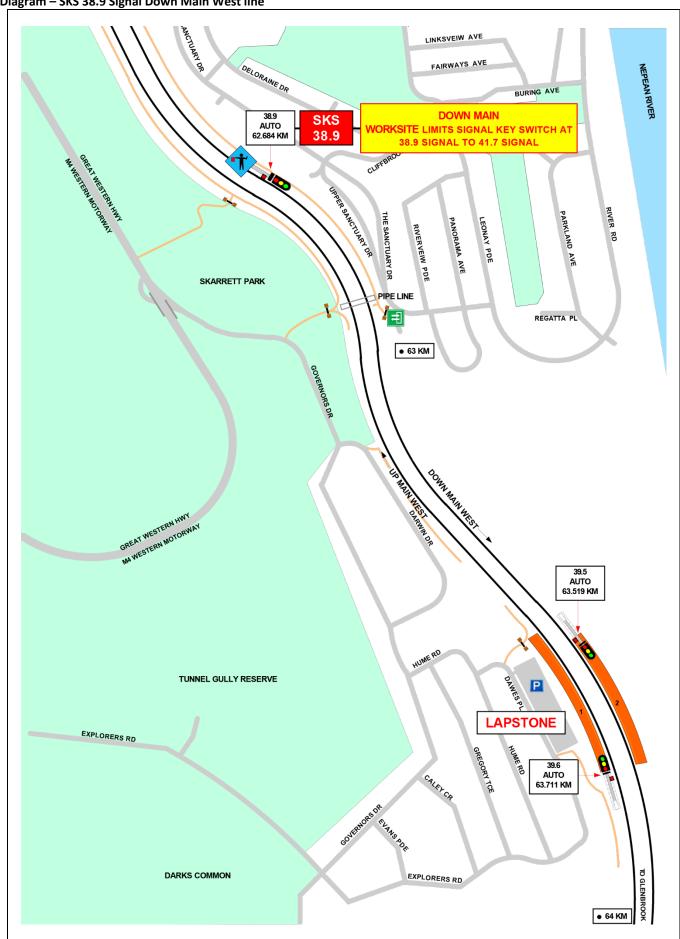


Image 8: Example of reverse side of the Danger tag

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Diagram – SKS 38.9 Signal Down Main West line



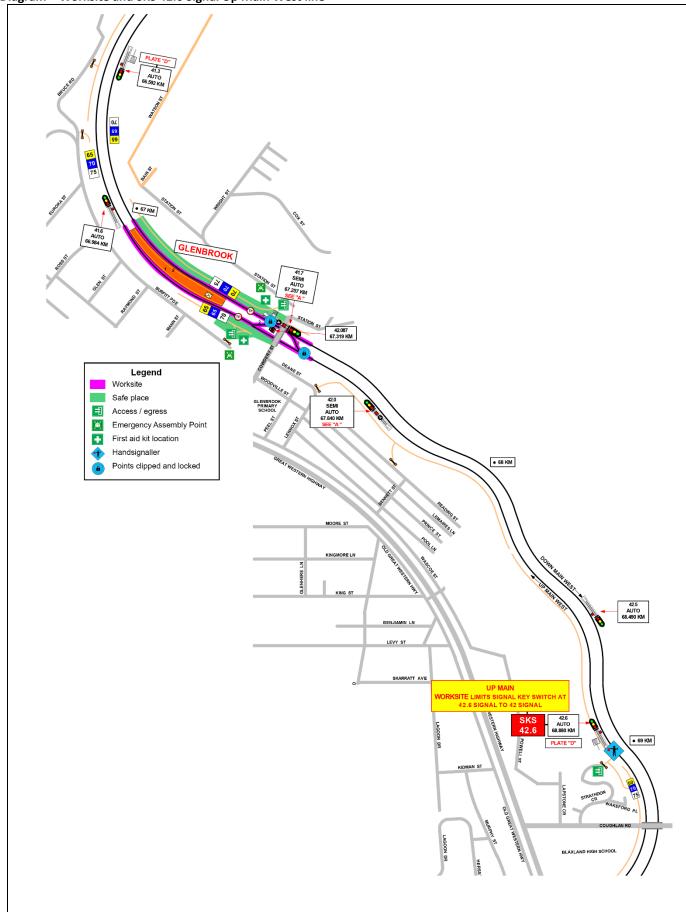
SWI Custodian: Maintenance Operations Manager Western Territory SWI Approver: Associate Director Maintenance Operations

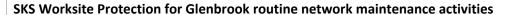
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Diagram – Worksite and SKS 42.6 Signal Up Main West line







**Protection Officer's diary** 

Date	Time	Notes
Date	Time	Nutes
}		
1	l	