SKS Worksite Protection for Glenbrook routine network maintenance activities



DOCUMENT NO.	D2022/3843
WORK DESCRIPTION	Routine network maintenance activities
WPP Number	WT1D1 10178
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 Level 1 or higher Handsignallers: Engineering Handsignaller Level 2.
SAFETY CONTROLS – Signal Key Switch Blocking (SKS) arrangements:	Signal Key Switch Blocking on the Down Main West line and Up Main West line is a fixed worksite location. The worksite is protected by: • 38.9 signal at STOP with the Signal Key Switch removed for the Down Main West line . • 42.6 signal at STOP with the Signal Key Switch removed for the Up Main West line . • 2 points and 3 points must remain clipped and locked unless protection is provided on both the Up and Down Main West lines . • Danger tag and dedicated padlock applied to the door on to Glenbrook control panel.
PRESTART REQUIREMENTS:	Protection Officer assessment checklist must be completed before instructions in this SWI are followed. Tools and equipment required: Protection Officer requires a phone to contact the Signaller. Radios Danger tag and dedicated padlock
FURTHER INFORMATION:	NWT 300 Planning work in the Rail Corridor NWT 320 Signal Key Switch Blocking NPR 753 Using Signal Key Switch Blocking NPR 754 Using a Signal Key Switch NLA 212 Penrith - Wallerawang NGE 200 Walking in the Danger Zone

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SKS Worksite Protection for Glenbrook routine network maintenance activities



Protection Officer assessment checklist				
Protection Officer's name:	Yes (Tick if Yes)			
This document has not expired 12 months				
On-site safety assessment has been compre-work briefing (Page 3).				
SWI details and protection arrangements have been reviewed and validated for the assessed worksite location.				
Corridor Safety Number	ite			

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.

SKS Worksite Protection for Glenbrook routine network maintenance activities



Worksite Protection Pre-work Briefing

rotection Officer details	Briefing date:	1 1
name	signature	contact N
Vork location:		
cope of work:		
Vorksite protection: Signal Key Switch Blocking	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 eliminate or reduce the risk to the lowest practicable level)	Person responsible for Control
Approaching rail traffic	SKS Blocking implemented. Workers must remain within worksite limits.	Protection Officer
Adjacent live lines	Designated work and walk areas as per Protection Officer's instructions. All work must stop and workers moved to a safe place when warned by the Protection Officer.	Protection Officer
Multiple entry points into worksite	Protection Officer must visually confirm that 2 and 3 points are clipped and locked to prevent entry into the worksite if protection is only on one line. Protection Officer must apply danger tag and dedicated padlock to Glenbrook control panel door lock.	Protection Officer
Access to / Egress from worksite Slips, trips, falls and hazards carrying equipment	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. 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 distraction	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
Signaller cut in at Glenbrook control panel during SKS Blocking	Danger tag and dedicated padlock applied to entrance of Glenbrook control panel. Danger tag must have the name and contact details of the Protection Officer.	Protection Officer

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Issue Date: 08/05/2025 Version: 1.3

First aid kit

location:

SKS Worksite Protection for Glenbrook routine network maintenance activities



Workplace Supervisor details name contact No SWMS/SWI Ref #: Emergency assembly point:

First aider:

Workplace Supervisor acknowledgement

The Workplace Supervisor acknowledges that all identified WHS and rail safety hazards have the appropriate controls in place to manage and/or eliminate the hazards.

Yes 🗆	signature
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arti	cipant Acknowledgem	ent			
		o question the Briefer if they don't underst	and a	ov part of this briefing	
	vorkers listed below acknowledge		and a	ry part of this briding.	
1.	have been inducted to the site		6.	have been briefed on the contents	of the Worksite Protection Plan
2.	are free from alcohol and drugs		7.	have been shown the Worksite Pro	otection Plan diagram
3.	are free from the effects of fatigu	ıe	8.	understand the kinds and limits of	
4.	licence and/or induction record e	Rail Safety Worker Authorisation, trade e.g. Construction Industry Induction	9.	have been briefed about any new the final site inspection (final site inspector commencing work)	hazards and controls identified during spection must be conducted immediately
5.	must wear the appropriate Perso	onal Protective Equipment (PPE) f the item applies or a cross 🗷 if the item does i	,	- ,	
магк	t each check box below with a tick 🖭 ii	the item applies or a cross 🖭 if the item does i			
Ш	have been informed of the requirequired)	rements of the electrical permit (if			zardous materials/substances on site
	have been briefed on the SWMS for the job	S/SWIs/documented safe work practice		have been briefed on Safety Data have been briefed on the WHS Ma	
	have been instructed in the cont	rols recorded in this document and		have been briefed on the hazards	-
Nan	SWMS/SWIs	Signature	Tim	e of briefing:	Amendment briefing: hh:mm and initial

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Worksite Protection Plan - SKS Blocking

Protection Office	r Details										
		name					signature			cont	tact No.
	RSW or R	IW No.				d	esignation	Planne	d duration		
Workplace Super	visor details:										
Type of work:											
Worksite Loc	ation (tick the	e applicable	lines)								
On the	Down M	lain West li	ne	bet	ween	41.	3 Signal	and	42.5 \$	Signal	
On the	Up Ma	in West lin	е	bet	ween	42.	0 Signal	and	41.6 \$	Signal	
Danger tag and o	dedicated pa	adlock ap	olied 1	to entra	ance of	Glenbroc	k control pa	nel			hr
Handsignaller d	letails (tick th	e applicable	locati	ons)							
1		name	9	38.9	SKS Sig	nal Dow	n Main Wes	t line		Sig/km	
2		name)	42.6 5	SKS Sig	gnal Up N	/lain West li	ne		Sig/km	
Assurances fro	m Penrith p	anel (cor	nfirm t	the det	ails pro	vided by	the Signaller) 🗌			
The last rail traf				rail tra	affic ID	The las	t known of rail traffic	is		loc	cation
Confirm that the	ere is no app	roaching	rail tr	affic be	etween	protectio	n and worksi	ite	Authoris	ed time	
Train Running Inf	formation - D	own Main									
Signallar Datail											
Signaller Details	5	10.00.00.0				Dom	ith Danal			4700	2024
		name				Penr	ith Panel			4/80	3824
Assurances fro	m Katoomb	a (confirr	n the	details	provide	ed by the	Signaller)]			
The last rail trat				rail tra	affic ID	The las	t known of rail traffic	is		loc	ation
Confirm that the		roaching	rail tr	affic be	etween	protectio	n and worksi	ite	Authoris	ed time	
Train Running Inf	formation - U	p Main									
Signaller Details	<u> </u>									1	
oignaner Details		nomo				Kataan	ba Panel			0054	7401
		name				Natuum	iva Paliti	1		3051	/ 4UT

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.

SKS Worksite Protection for Glenbrook routine network maintenance activities



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					
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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					
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
SKS Blocking Ended		hr

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INSTRUCTIONS:

- 1. Workers enter corridor via Down cess gate **W00 67.301 D** or Up Main Cess gate **W00 67.291 U** at Glenbrook.
- 2. 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.
- 3. Protection Officer briefs workers about the worksite protection arrangements.
- 4. Handsignaller placed at the required SKS Signals:
 - 38.9 Signal, Down Main West line,
 - 42.6 Signal, Up Main West line.
- 5. Workers remain in a safe place until Protection Officer informs all protection is in place.
- 6. 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.
- Once permission is granted, Protection Officer instructs placed Handsignallers to arrange the removal of the SKS key from their respective SKS signals.
- 8. Protection Officer confirms with placed Handsignallers that the SKS key has been removed and the signal is displaying STOP.
- 9. Protection Officer contacts the Signaller at Penrith Panel / Katoomba Panel to confirm that rail traffic has been excluded from the affected portion of track.
- 10. 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.
- 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 **W00 67.301 D** or **W00 67.291 U** 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

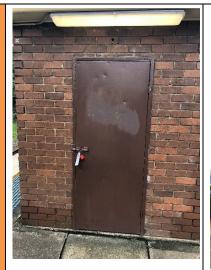


Image 1: Danger tag and dedicated padlock on Glenbrook control panel door.



Image 2: Emergemcy Assembly Point Dn Side



Image 3: Emergemcy Assembly Point Up Side



Image 4: Access gate W00 67.301 D to the **Down Main West line** worksite.



Image 5: Access gate W00 67.291 U to the **Down Main West line** worksite.

SKS SIGNAL LOCATIONS



Image 4: 38.9 Signal on the Down Main West line



Image 6: 42.6 Signal on the Up Main West line



Image 5: Access gate W00 63.029 D to 38.9 Signal



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

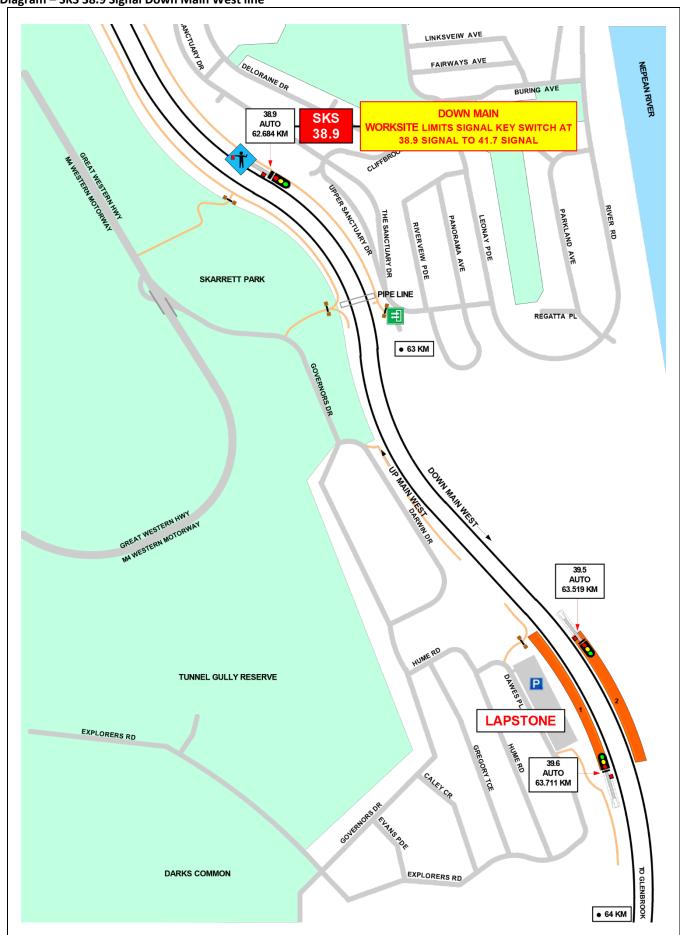


Image 8: Example of reverse side of the Danger tag

SKS Worksite Protection for Glenbrook routine network maintenance activities



Diagram – SKS 38.9 Signal Down Main West line



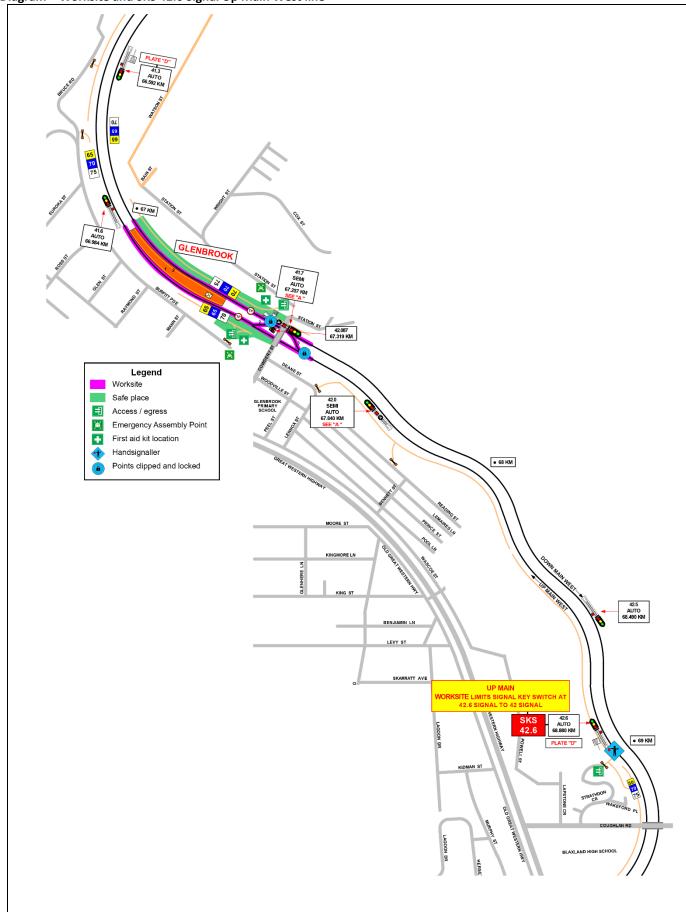
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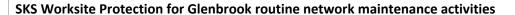
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Diagram – Worksite and SKS 42.6 Signal Up Main West line







Protection Officer's diary

Date	Time	Notes
Date	Time	Notes
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