DOCUMENT NO.	D2025/9681
WORK DESCRIPTION	Routine network maintenance activities
WPP Number	CC17D1 10001
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 and **SKS Qualified** **Handsignallers:** Engineering Handsignaller Level 2 and **SKS Qualified**
SAFETY CONTROLS – Signal Key Switch Blocking (SKS) arrangements:	Signal Key Switch Blocking on the **Up Main North line** is a fixed worksite location established singularly and depending on the scope of work, established progressively as the work moves to the next worksite. On the **Up Main North line**, the worksite(s) are protected by: • **40.4 signal** at STOP with the Signal Key Switch removed for the **Up Main North line**. • **43.4 signal** at STOP with the Signal Key Switch removed for the **Up Main North line**. • **49.2 signal** at STOP with the Signal Key Switch removed for the **Up Main North line**.
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
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 310 Hornsby - Gosford* *NGE 200 Walking in the Danger Zone*

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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.	
On-site safety assessment has been completed and additional hazards and controls recorded on the pre-work briefing (Page 3).	
SWI details and protection arrangements have been reviewed and validated for the assessed worksite location.	

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 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.

Worksite Protection Pre-work Briefing

Briefing date: / /

Protection Officer details

name	signature	contact No.

Work location:

Scope of work:

Worksite protection: **Signal Key Switch Blocking** 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	SKS Blocking implemented. Workers must remain within worksite limits.	Protection Officer
Live adjacent lines	Designated work and walk areas as instructed by the Protection Officer. Workers must remain within the worksite limits whilst work is being performed.	Protection Officer
Access to / Egress from worksite	Protection Officer will assess and instruct when it is safe for workers to use *NGE 200 Walking in the Danger Zone* to move to and from the worksite or safe place.	Protection Officer
Mobile phone distraction	Mobile phone usage is only allowed in the danger zone when required for work purposes only. Mobile phones may be used only in a safe place after informing the Protection Officer.	All
Multiple entry points into worksite Woy Woy Crossovers 2A & 2B points	Confirm with the signaller that A&B frame will not be unlocked and operated during the duration of SKS Blocking	Protection Officer

☐ 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

Worksite Protection Plan – SKS Blocking Up Main North Line

Protection Officer details

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

Workplace Supervisor details:

Type of work:

Worksite location *(tick the applicable lines)*

On the	**Up Main North line**	between	**49.2 Signal**	and	**41.6 Signal**	☐
On the	**Up Main North line**	between	**43.4 Signal**	and	**39.8 Signal**	☐
On the	**Up Main North line**	between	**40.4 Signal**	and	**HR170 Signal**	☐

Handsignaller details *(tick the applicable locations)*

1	name	established time	end time	**49.2 Signal / 80.151 km**	☐
2	name	established time	end time	**43.4 Signal / 69.450 km**	☐
3	name	established time	end time	**40.4 Signal / 65.017 km**	☐

Assurances from Signaller *(confirm the details provided by the Signaller)*

The last rail traffic to pass the protection was		The last known location of rail traffic is	
	rail traffic ID		location
	rail traffic ID		location
	rail traffic ID		location

Confirm that there is no approaching rail traffic between protection and worksite 1. ☐ 2. ☐ 3. ☐

Train Running Information - Up Main

Signaller Details

name	**Central Coast Panel**	**43499263**

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.

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	SKS Signal *(Circle)*			Rail traffic ID	Arrival time	Departure time	SKS key removed time	Cleared worksite time
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					
Up Main North	**49.2**	**43.4**	**40.4**					

INSTRUCTIONS:	1. Workers enter corridor at designated access gates. 2. Protection Officer briefs workers about the worksite protection arrangements. 3. Handsignaller placed at the required SKS Signal. 4. Workers remain in a safe place until Protection Officer informs all protection is in place. 5. Protection Officer contacts the Signaller at Central Coast Panel to request permission to use SKS Blocking. 6. After permission is granted, the Protection Officer instructs placed Handsignallers to arrange the removal of the SKS key from the SKS signal. 7. 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 Central Coast Panel to confirm that rail traffic has been excluded from the affected portion of track. 9. Protection Officer confirms with Central Coast 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 informs workers protection is in place and to start work. 11. Workers start work. 12. After work is complete, workers move to a safe place. 13. Protection Officer instructs placed Handsignallers at SKS signals to restore the key. 14. Once placed Handsignallers have confirmed the SKS key has been restored and the signal is displaying PROCEED, Protection Officer contacts the Signaller at Central Coast Panel to end SKS Blocking. 15. Re-establish SKS blocking at the next worksite following steps 2-14 until work is completed. 16. All workers exit the rail corridor via designated access gates.
ADDITIONAL DETAILS	<u>Handsignaller accessing 43.4 Signal</u> There is no access road or route to this location. Handsignallers access the location by requesting rail traffic to stop at the signal to drop off and/or pick up. <u>NLA 310 Hornsby - Gosford</u> This RNM WPP is considered an approved RNM WPP for the purposes of using the SKS Blocking Worksite limits outlined prescribed in *NLA 310 Hornsby – Gosford*. Handsignallers must remain in place and the SKS key removed with the SKS signal displaying STOP until workers have completed work. SKS Blocking must be ended before establishing SKS Blocking at the next worksite.

Diagram - Up Main North line between 40.4 Signal and HR170 Signal

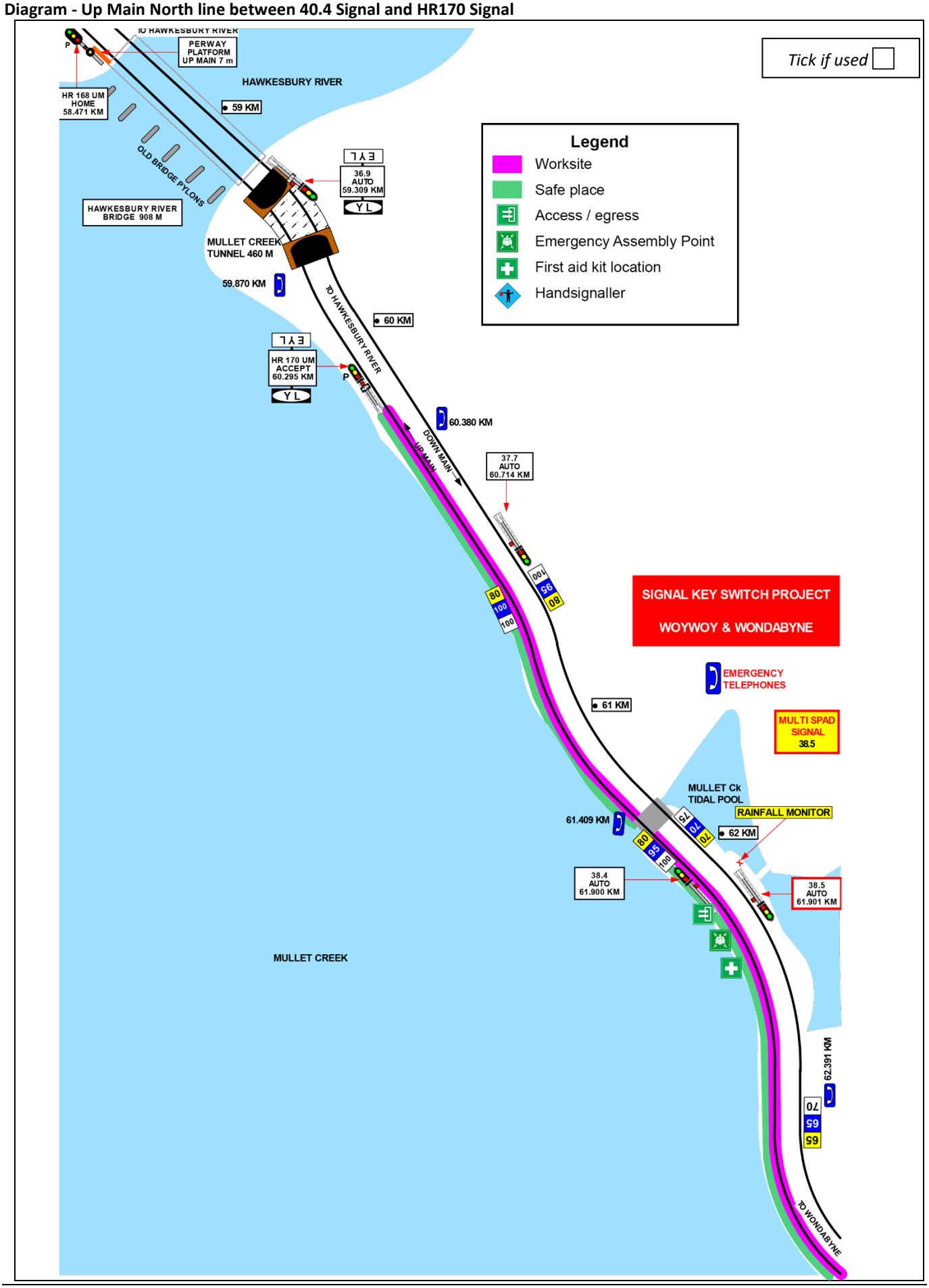

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Diagram - Up Main North line between 40.4 Signal and HR170 Signal

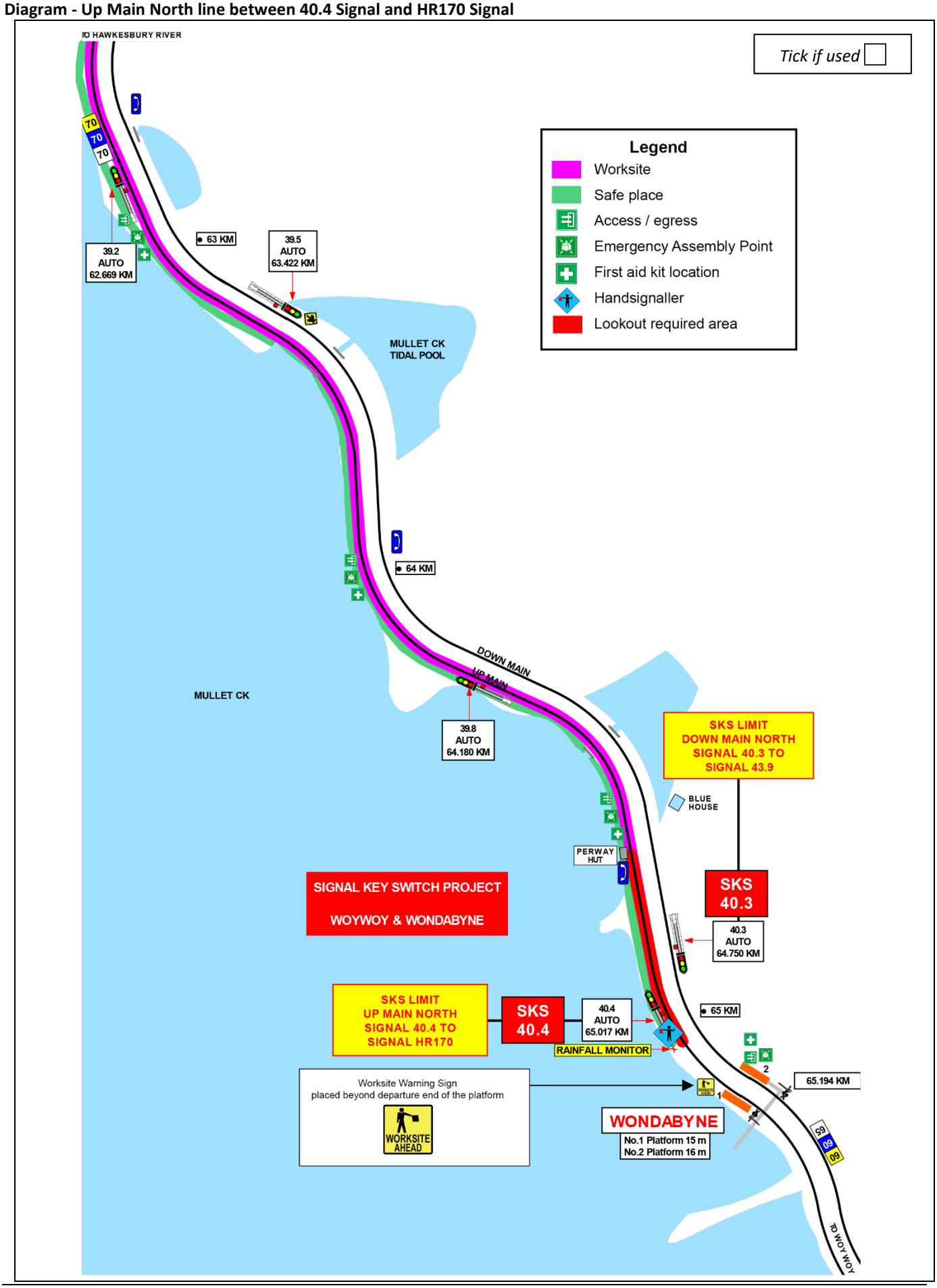

Diagram - Up Main North line between 43.4 Signal and 39.8 Signal

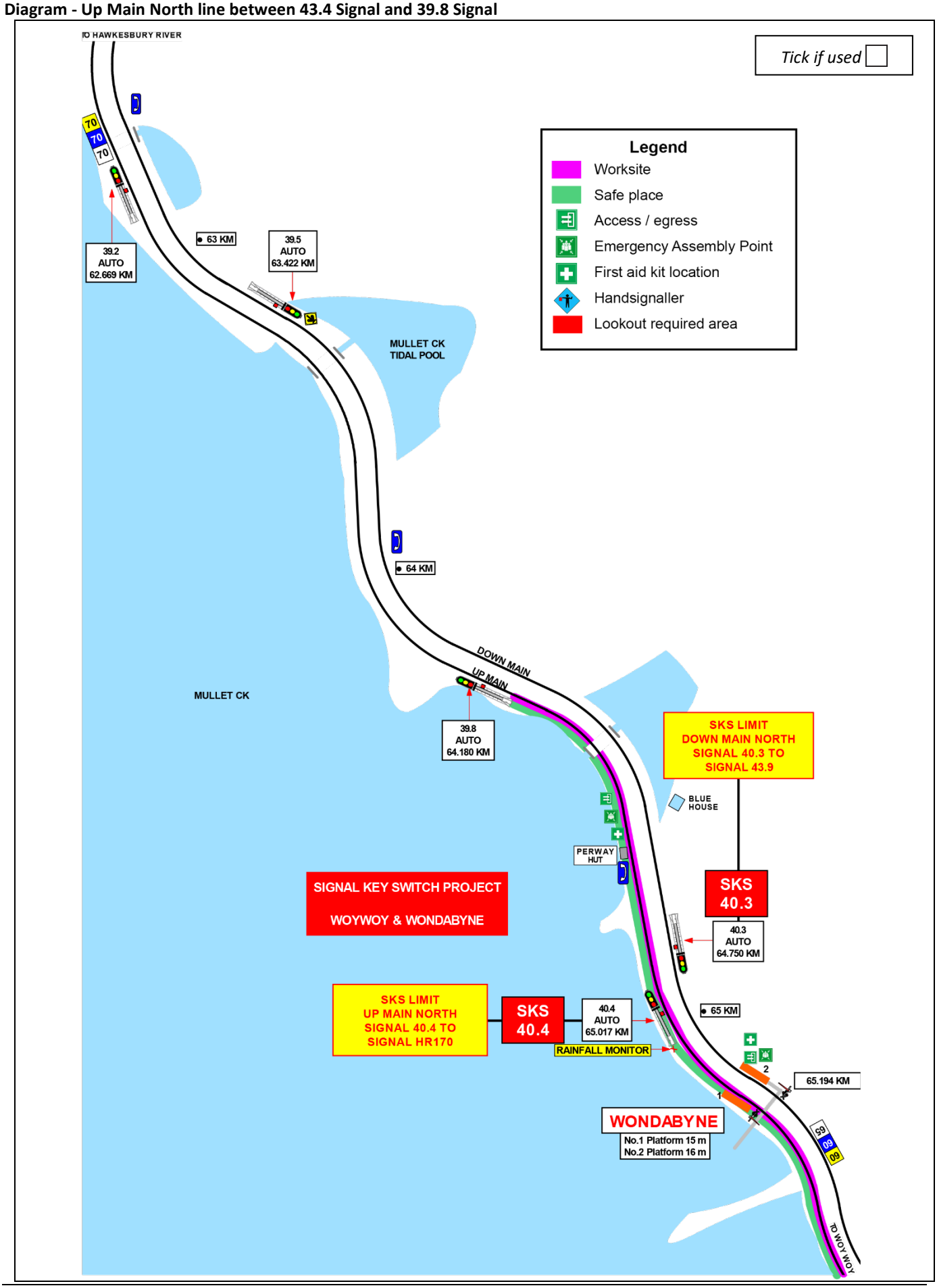

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Diagram - Up Main North line between 43.4 Signal and 39.8 Signal

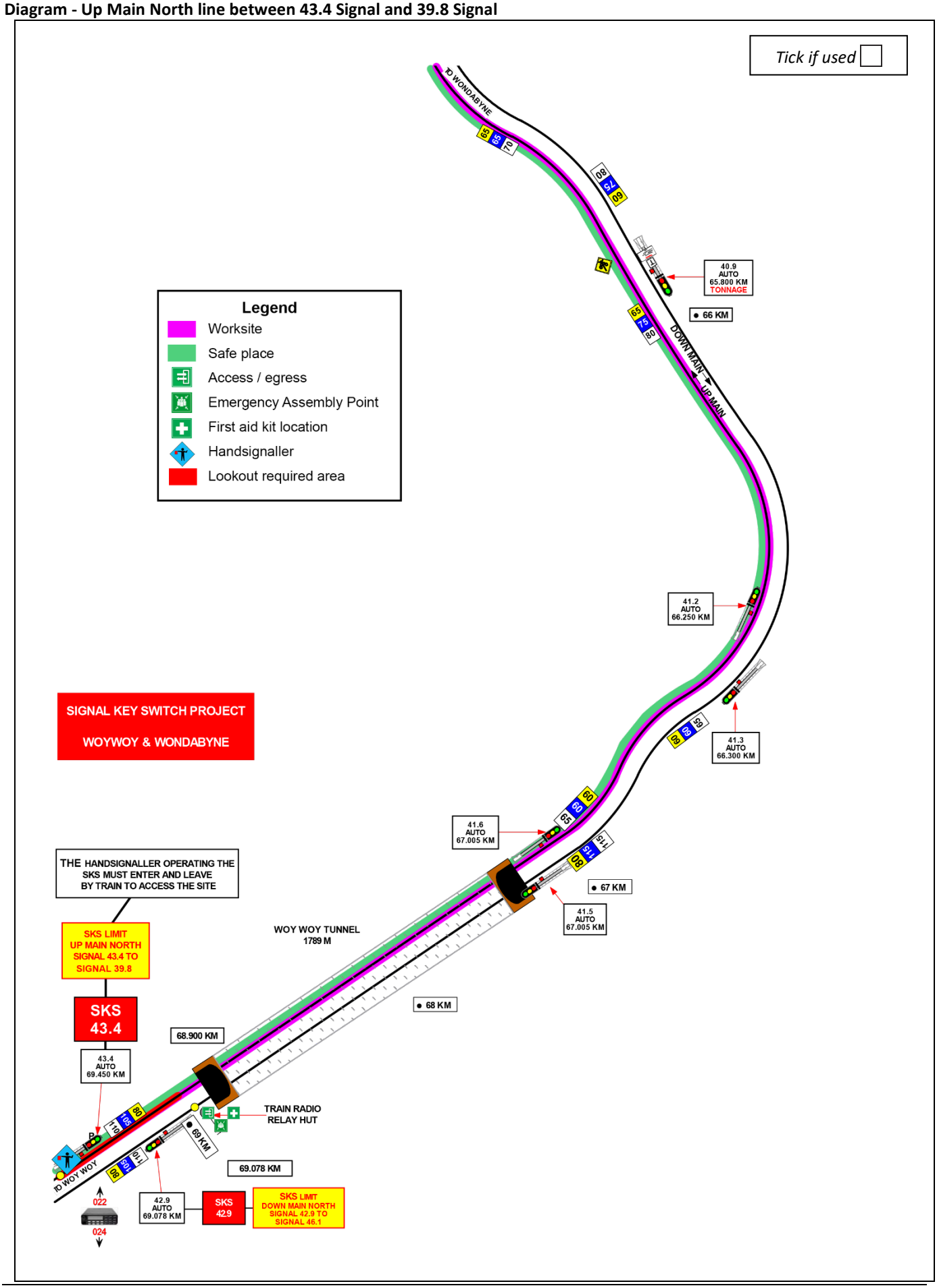

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Diagram - Up Main North line between 49.2 Signal and 41.6 Signal

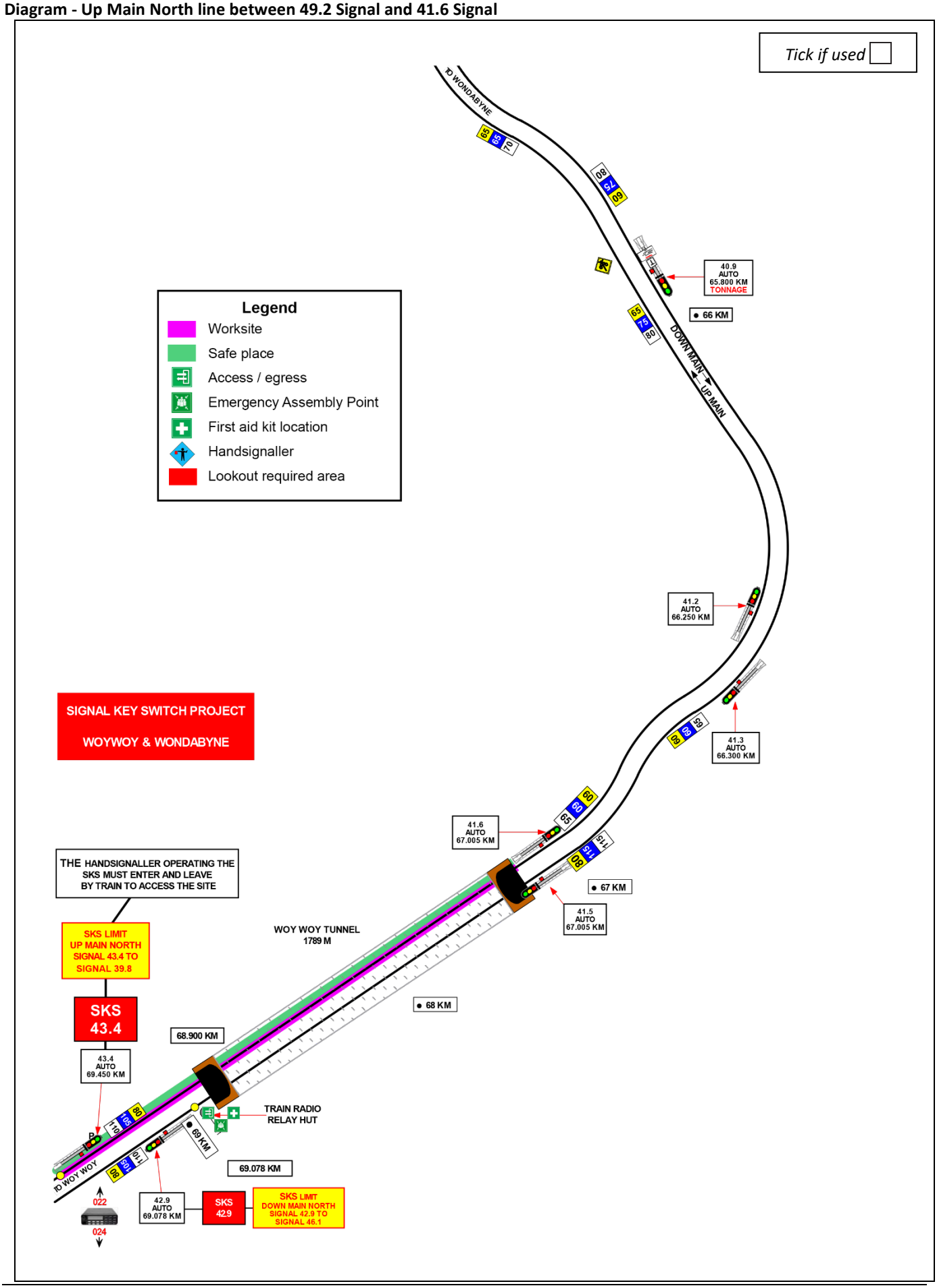

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Diagram - Up Main North line between 49.2 Signal and 41.6 Signal

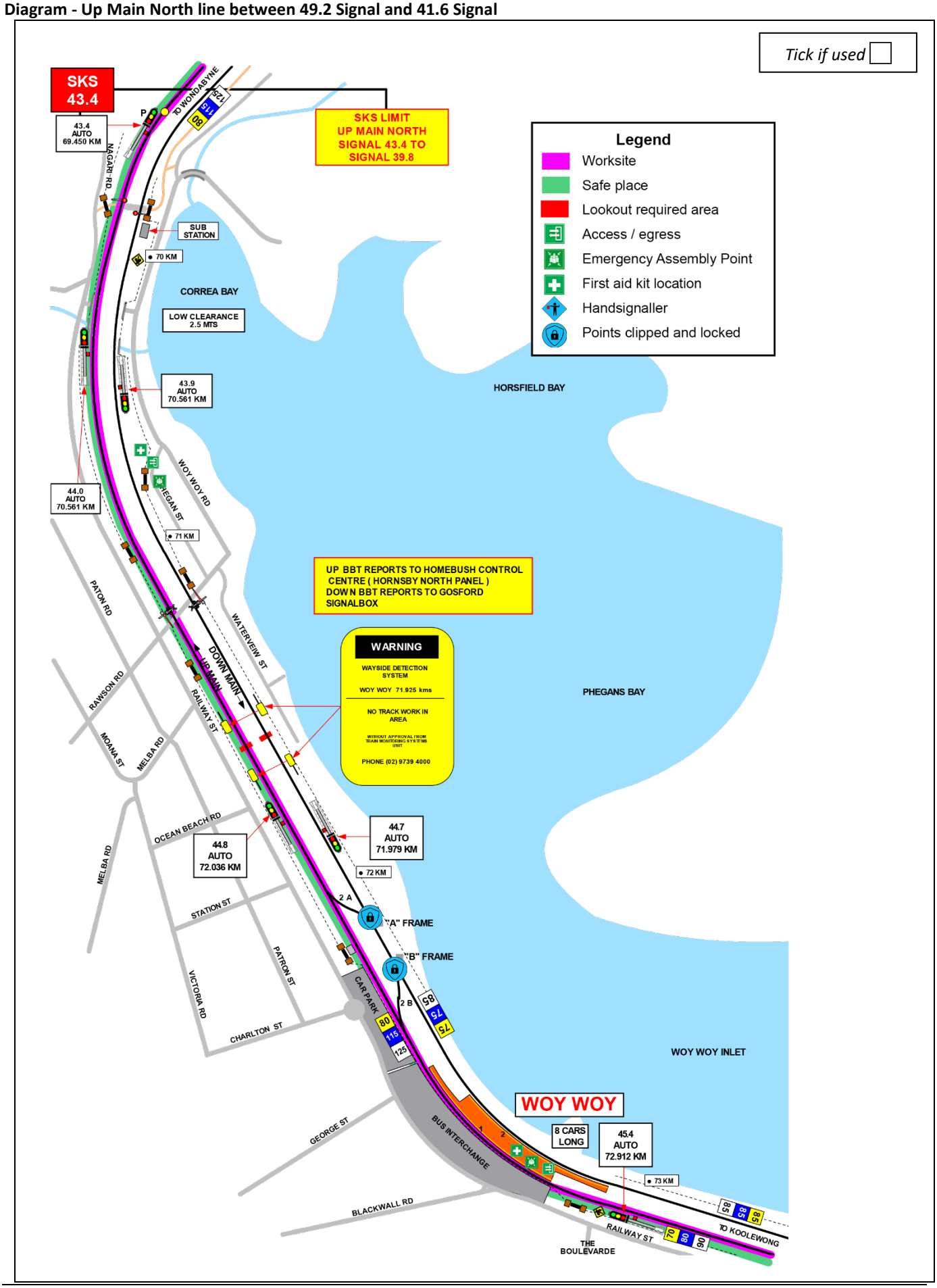

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Diagram - Up Main North line between 49.2 Signal and 41.6 Signal

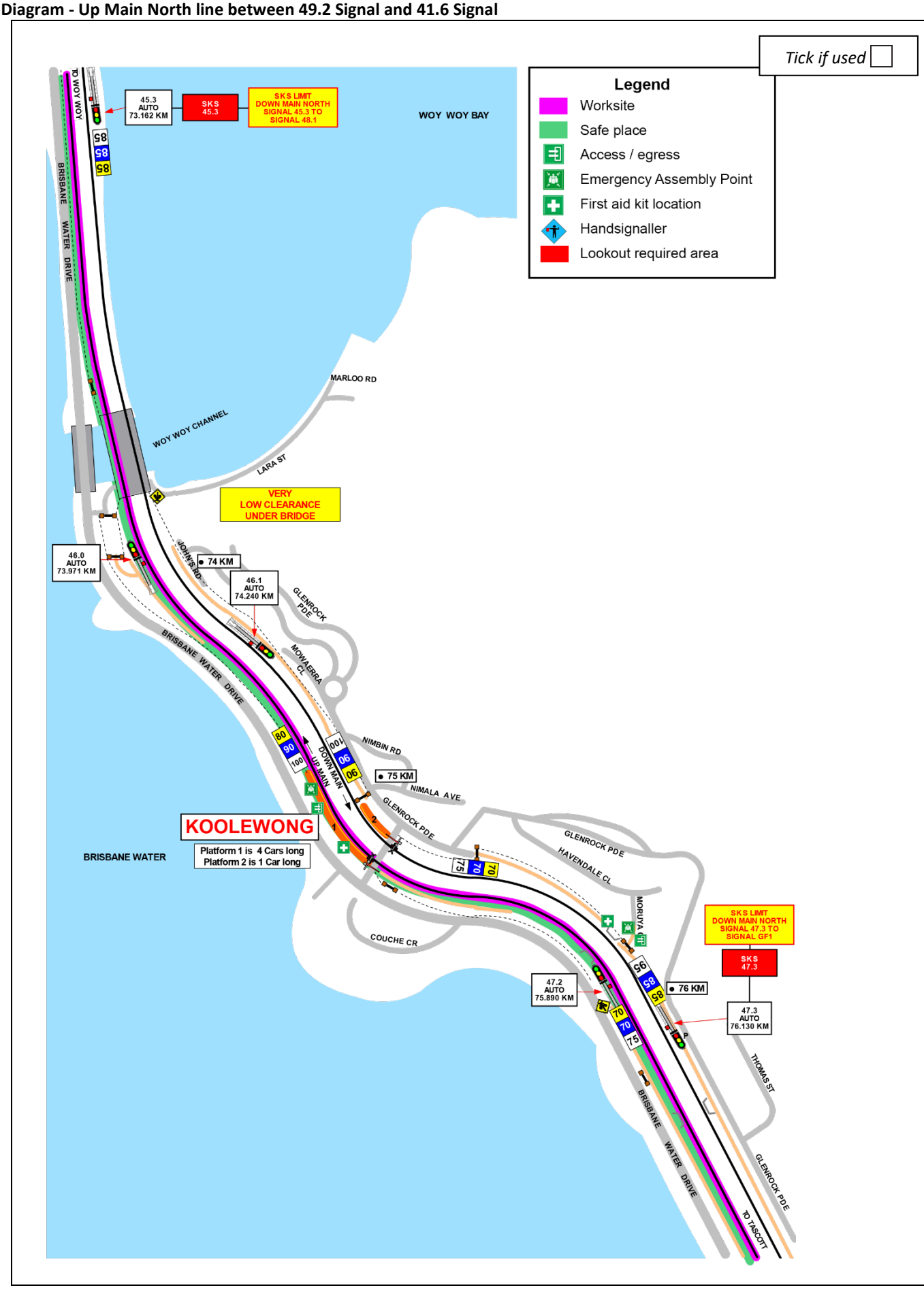

Diagram - Up Main North line between 49.2 Signal and 41.6 Signal

Tick if used ☐

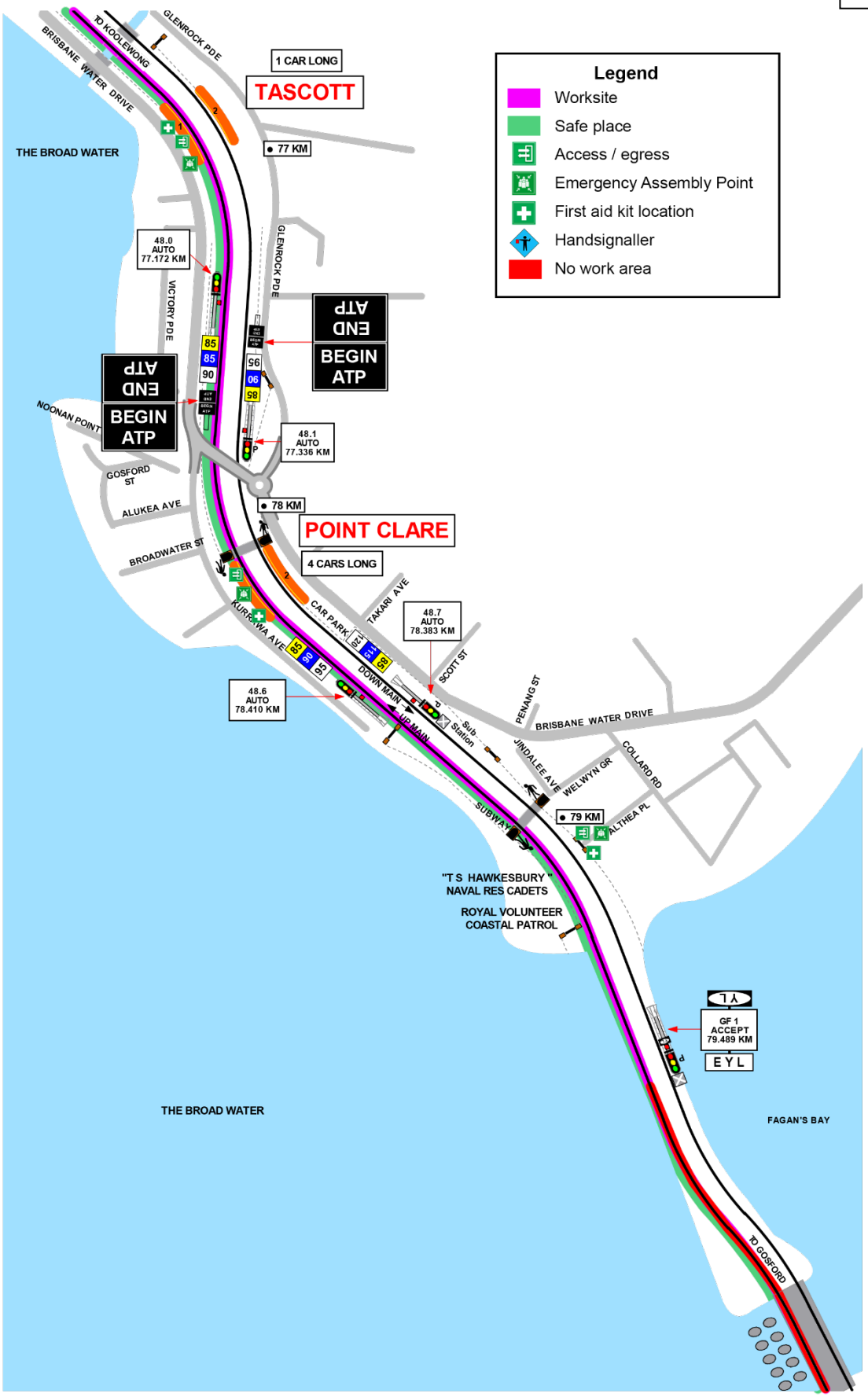

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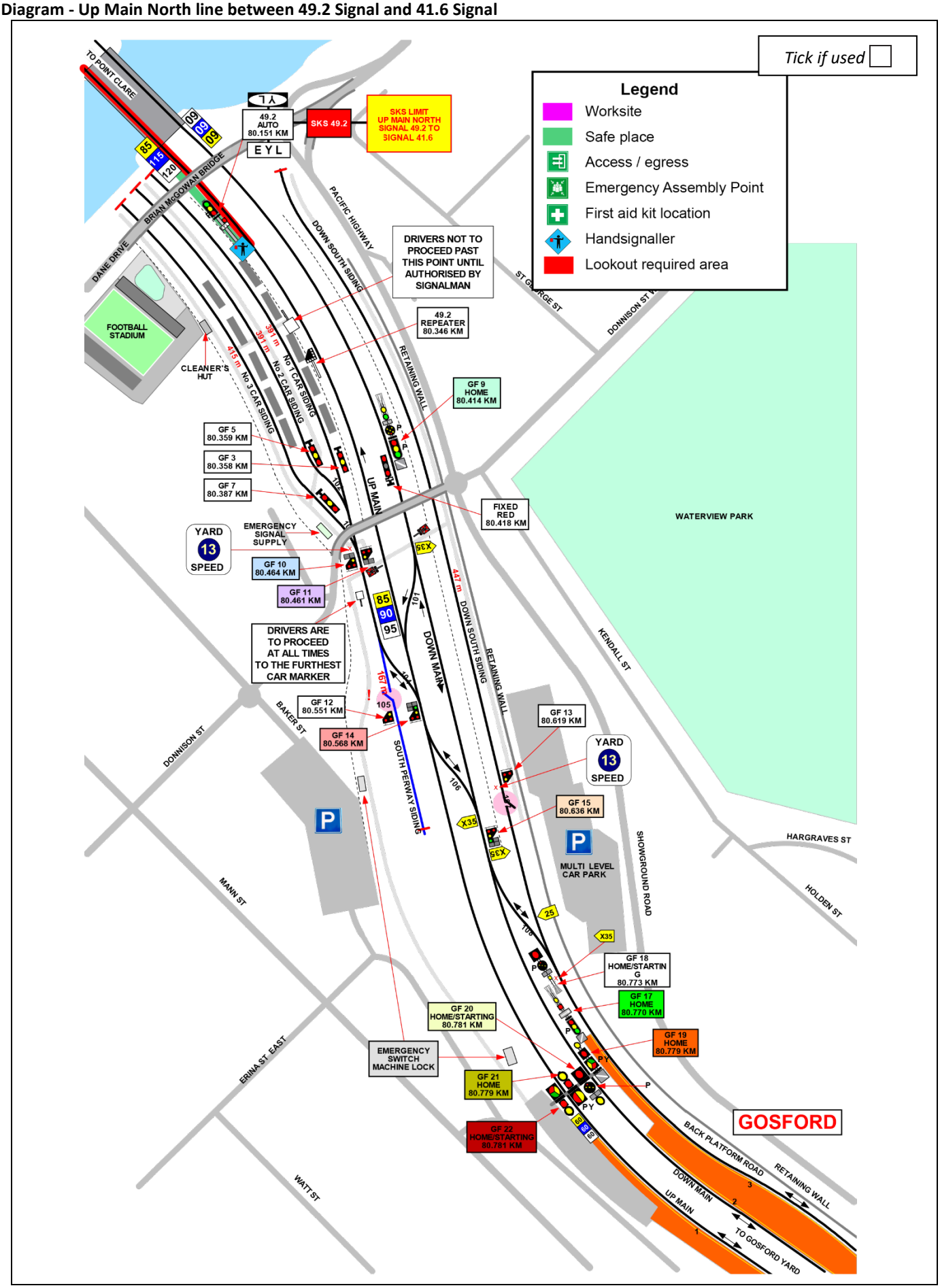
Diagram - Up Main North line between 49.2 Signal and 41.6 Signal



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Protection Officer's diary

Date	Time	Notes