

TWA or  Signal Key Switch Blocking

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### Protection Officer details

<input type="text"/> name	<input type="text"/> signature	<input type="text"/> contact No.
<input type="text"/> RSW or RIW No.	<input type="text"/> designation	Planned duration <input type="text"/>

Workplace Supervisor details:

Type of work:

**Worksite location** (if completing this form for an adjacent line, enter the details of the adjacent line, not the line being worked on)

on the  lines

between  and

### TWA worksite kilometre location

from  km to  km

from  km to  km

### Signal protection

<input type="text"/> Sig	<input type="text"/> Sig	<input type="text"/> Sig	<input type="text"/> Sig	<input type="text"/> Sig	<input type="text"/> Sig	<input type="text"/> Sig	<input type="text"/> Sig
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### Minimum Warning Time Calculations when using Lookouts

sec +  sec + 10 sec = Minimum Warning Time (MWT)  sec  km/h  metres

See Time (S)    Move Time (M)    Safe Time    (S+M+10 sec = MWT)    Track Speed    Minimum Sighting Distance as calculated

Note - Add an additional 5 seconds of See Time if an additional Lookout is used

### Handsignaller details

1	<input type="text"/> name	<input type="text"/> Sig/km
2	<input type="text"/> name	<input type="text"/> Sig/km
3	<input type="text"/> name	<input type="text"/> Sig/km
4	<input type="text"/> name	<input type="text"/> Sig/km
5	<input type="text"/> name	<input type="text"/> Sig/km
6	<input type="text"/> name	<input type="text"/> Sig/km
7	<input type="text"/> name	<input type="text"/> Sig/km
8	<input type="text"/> name	<input type="text"/> Sig/km

### Assurances (confirm the details provided by the Signaller)

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

Confirm that there is no approaching rail traffic between protection and worksite

### Signaller details

<input type="text"/> name	<input type="text"/> location	<input type="text"/> contact No.
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### Notes

Provide or attach a diagram/map of the worksite protection arrangements.

**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
- the Handsignaller has arranged for the controlled absolute signal to be kept at STOP
- that, if removed railway track signals have been replaced

<b>Rail traffic ID</b>	<b>Arrival time</b>	<b>Departure time</b>	<b>SKS key removed time</b>	<b>Speed through worksite</b>	<b>Cleared worksite time</b>	<b>Cleared signal time</b>	<b>Protection confirmed time</b>