

DOCUMENT NO.	D2025/9668
WORK DESCRIPTION	Routine network maintenance activities
WPP Number	CC18D1 10002
SCOPE:	<p>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.</p> <p>Work activities include:</p> <ul style="list-style-type: none"> 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:	<p>Protection Officer: Protection Officer Level 1 or higher and SKS Qualified</p> <p>Handsignalers: Engineering Handsignaller Level 2 and SKS Qualified</p>
SAFETY CONTROLS – Signal Key Switch Blocking (SKS) arrangements:	<p>Signal Key Switch Blocking on the Down 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.</p> <p>On the Down Main North line, the worksite(s) are protected by:</p> <ul style="list-style-type: none"> 40.3 signal at STOP with the Signal Key Switch removed for the Down Main North line. 42.9 signal at STOP with the Signal Key Switch removed for the Down Main North line. 45.3 signal at STOP with the Signal Key Switch removed for the Down Main North line. 47.3 signal at STOP with the Signal Key Switch removed for the Down Main North line.
PRESTART REQUIREMENTS:	<p>Protection Officer assessment checklist must be completed before instructions in this SWI are followed. Tools and equipment required:</p> <ul style="list-style-type: none"> Protection Officer requires a phone to contact the Signaller. Radios
FURTHER INFORMATION:	<p><i>NWT 300 Planning work in the Rail Corridor</i></p> <p><i>NWT 320 Signal Key Switch Blocking</i></p> <p><i>NPR 753 Using Signal Key Switch Blocking</i></p> <p><i>NPR 754 Using a Signal Key Switch</i></p> <p><i>NLA 310 Hornsby - Gosford</i></p> <p><i>NGE 200 Walking in the Danger Zone</i></p>

Protection Officer assessment checklist

Protection Officer's name:		Yes <i>(Tick if Yes)</i>
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

Work location:

Scope of work:

Worksite protection: 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 <i>NGE 200 Walking in the Danger Zone</i> to move to and from the worksite or safe place.	All
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 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.

Safe Work Instruction

SKS Worksite Protection for Wondabyne to Gosford Down Main North line



Worksite Protection Plan – SKS Blocking Down Main North Line

Protection Officer Details

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

Workplace Supervisor details:

Type of work:

Worksite Location *(tick the applicable lines)*

On the	<input type="text" value="Down Main North line"/>	between	<input type="text" value="40.3 Signal"/>	and	<input type="text" value="43.9 Signal"/>	<input type="checkbox"/>
On the	<input type="text" value="Down Main North line"/>	between	<input type="text" value="42.9 Signal"/>	and	<input type="text" value="46.1 Signal"/>	<input type="checkbox"/>
On the	<input type="text" value="Down Main North line"/>	between	<input type="text" value="45.3 Signal"/>	and	<input type="text" value="48.1 Signal"/>	<input type="checkbox"/>
On the	<input type="text" value="Down Main North line"/>	between	<input type="text" value="47.3 Signal"/>	and	<input type="text" value="GF1 Signal"/>	<input type="checkbox"/>

Handsignaller details *(tick the applicable locations)*

1	<input type="text" value="name"/>	<input type="text" value="established time"/>	<input type="text" value="end time"/>	<input type="text" value="40.3 Signal / 64.750 km"/>	<input type="checkbox"/>
2	<input type="text" value="name"/>	<input type="text" value="established time"/>	<input type="text" value="end time"/>	<input type="text" value="42.9 Signal / 69.078 km"/>	<input type="checkbox"/>
3	<input type="text" value="name"/>	<input type="text" value="established time"/>	<input type="text" value="end time"/>	<input type="text" value="45.4 Signal / 73.162 km"/>	<input type="checkbox"/>
4	<input type="text" value="name"/>	<input type="text" value="established time"/>	<input type="text" value="end time"/>	<input type="text" value="47.3 Signal / 76.130 km"/>	<input type="checkbox"/>

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

The last rail traffic to pass the protection was	<input type="text" value="rail traffic ID"/>	The last known location of rail traffic is	<input type="text" value="location"/>
	<input type="text" value="rail traffic ID"/>		<input type="text" value="location"/>
	<input type="text" value="rail traffic ID"/>		<input type="text" value="location"/>
	<input type="text" value="rail traffic ID"/>		<input type="text" value="location"/>

Confirm that there is no approaching rail traffic between protection and worksite 1. 2. 3. 4.

Train Running Information - Down Main

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Signaller Details

<input type="text" value="name"/>	<input type="text" value="Central Coast Panel"/>	<input type="text" value="43499263"/>
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Before allowing workers to enter the Danger Zone, confirm:

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

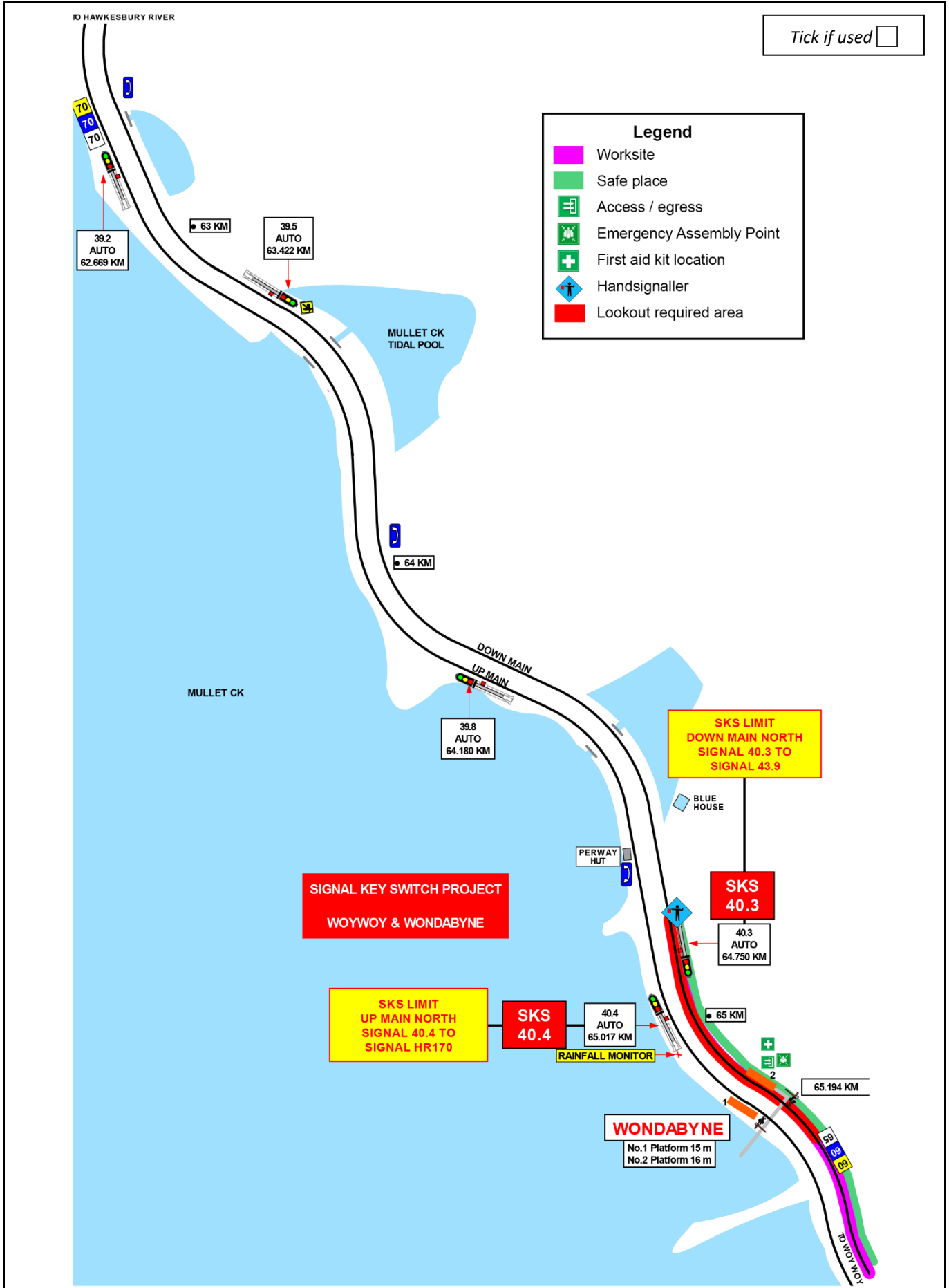
NLA 310 Hornsby - Gosford

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.

Access to 42.9 Signal Contact ICON on 9379 4455 to sign on and receive the access code to gain access through the storage facility.

Diagram - Down Main North line between 40.3 Signal and 43.9 Signal



Safe Work Instruction

SKS Worksite Protection for Wondabyne to Gosford Down Main North line

Tick if used

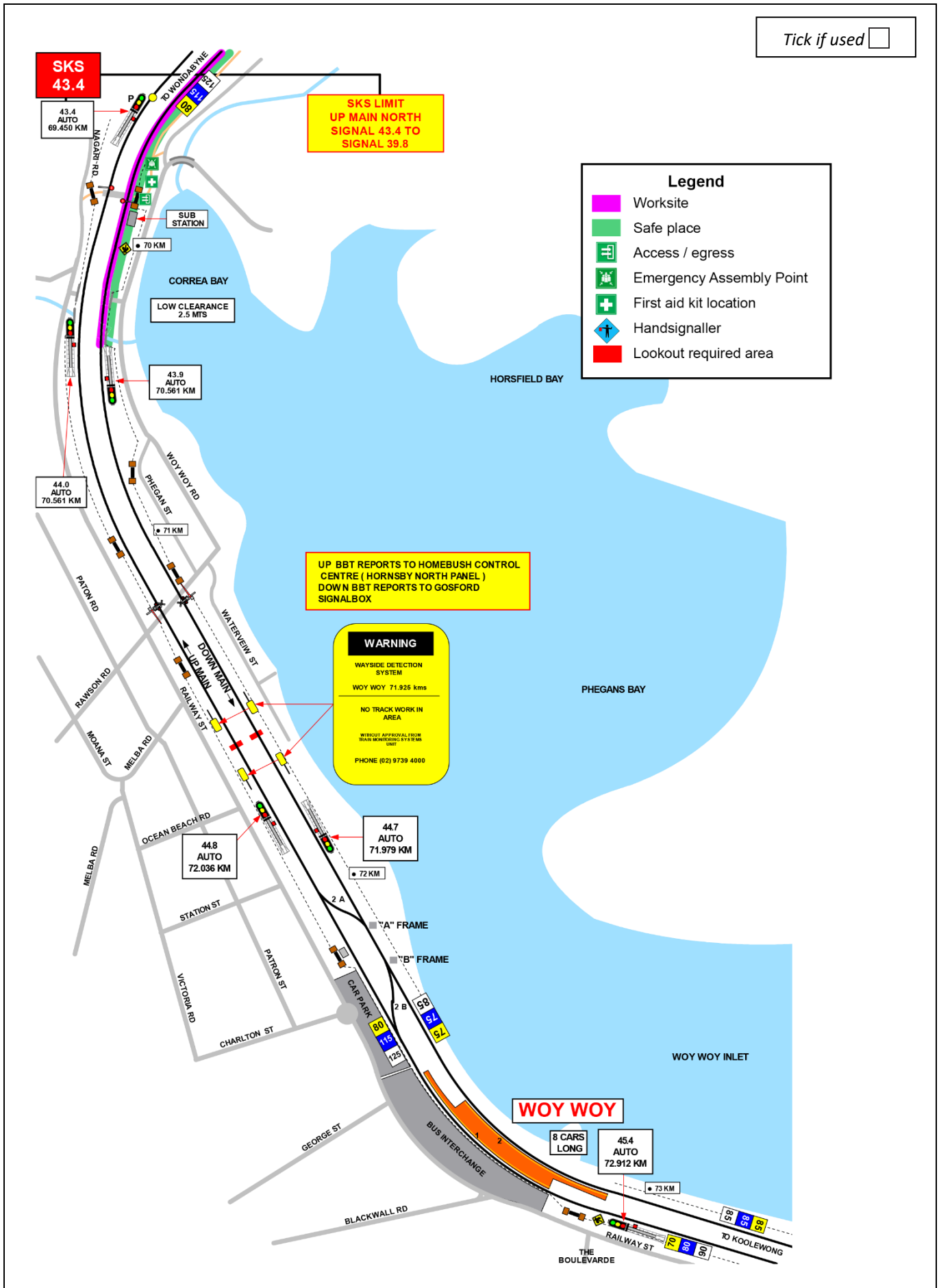


Diagram - Down Main North line between 42.9 Signal and 46.1 Signal

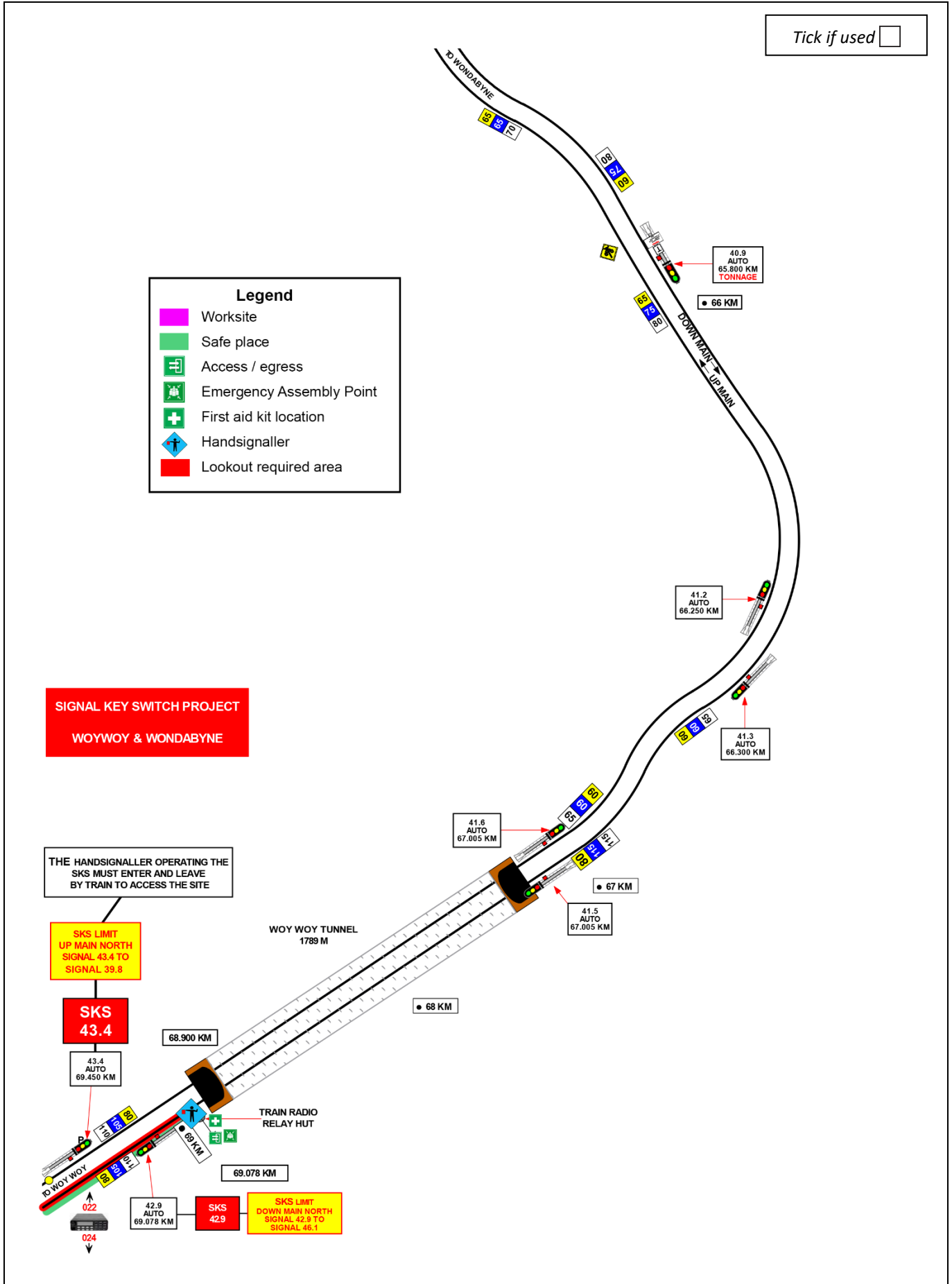
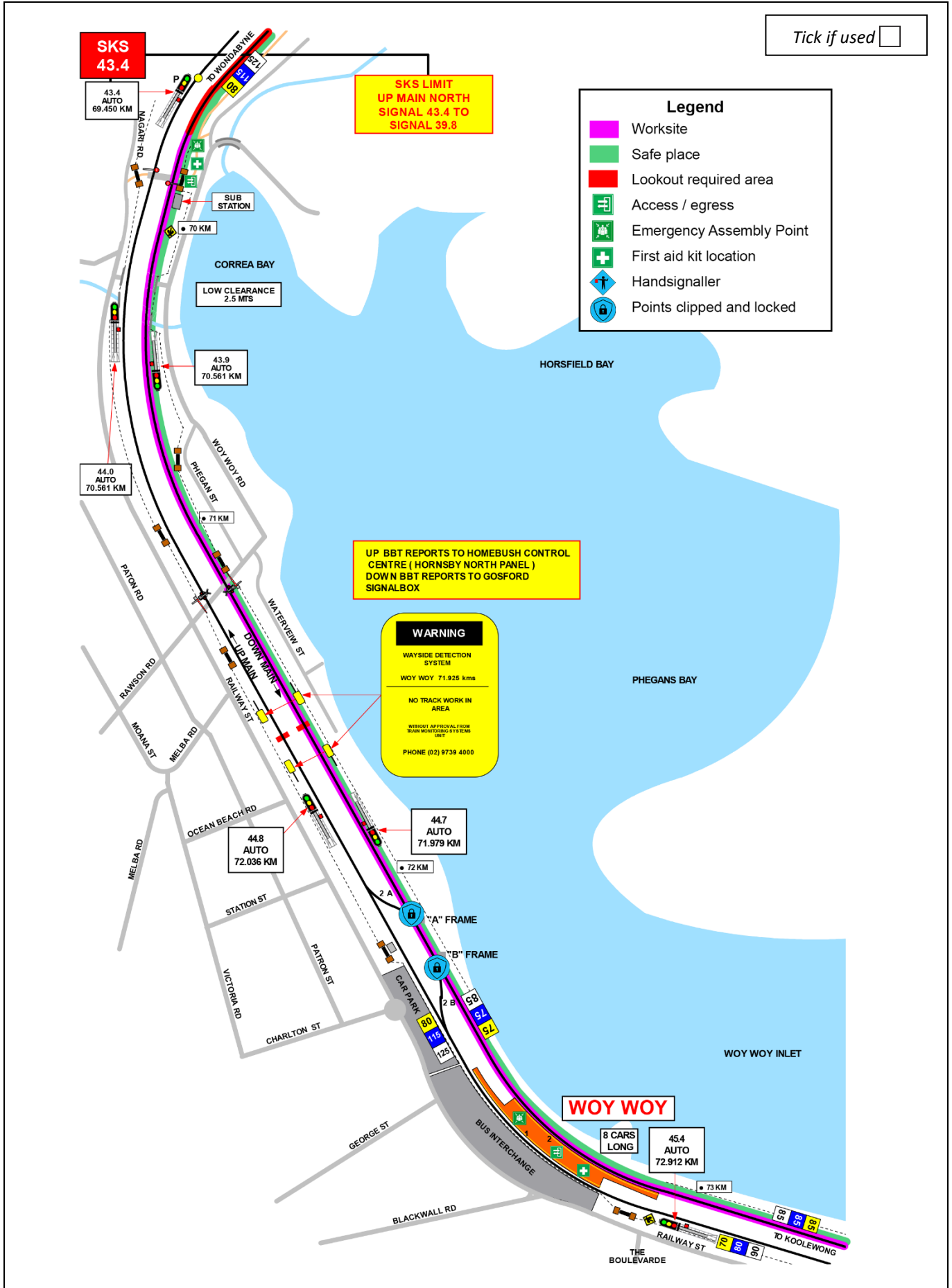


Diagram - Down Main North line between 42.9 Signal and 46.1 Signal

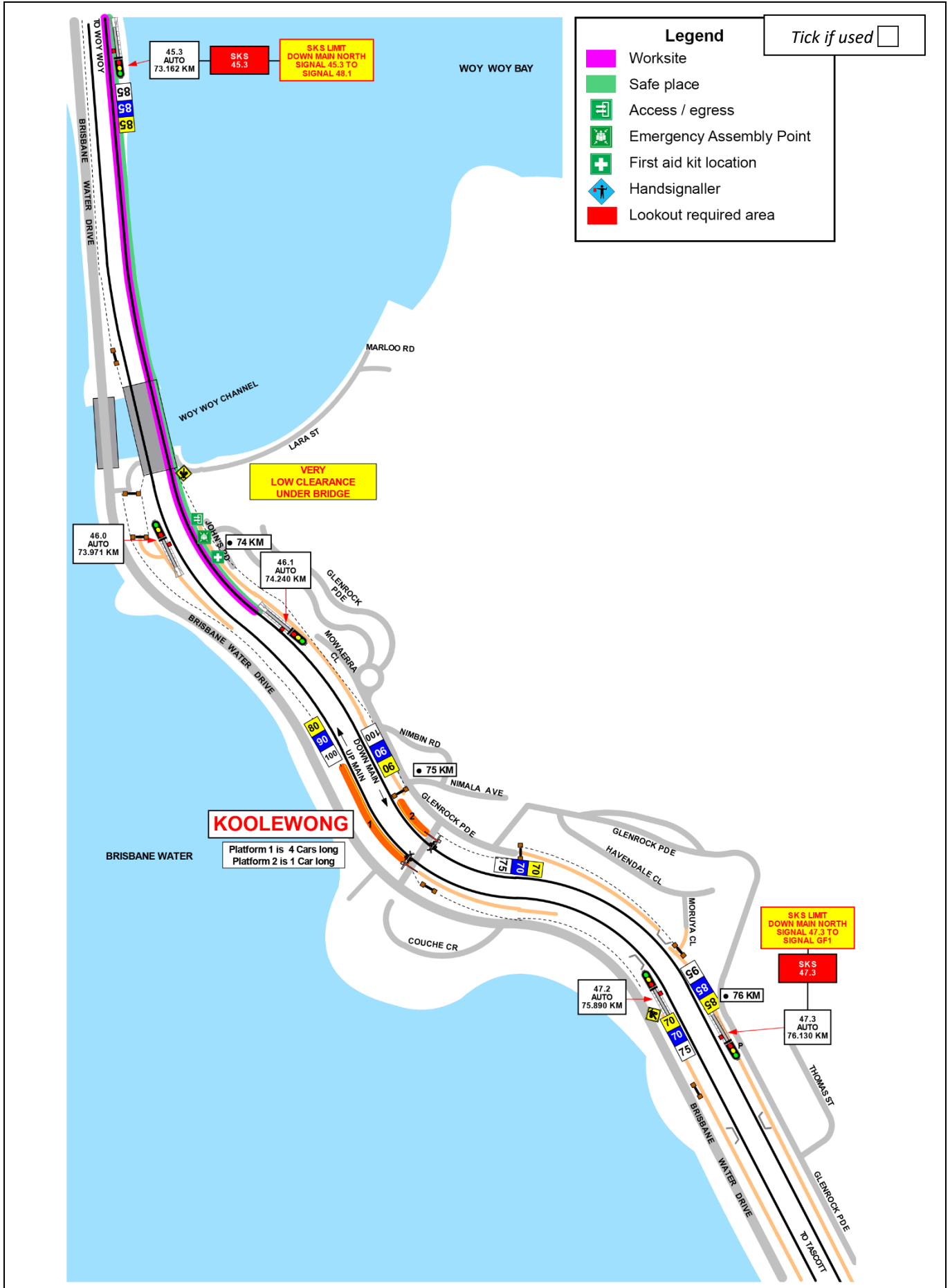


Safe Work Instruction

SKS Worksite Protection for Wondabyne to Gosford Down Main North line



Diagram - Down Main North line between 42.9 Signal and 46.1 Signal



Safe Work Instruction

SKS Worksite Protection for Wondabyne to Gosford Down Main North line



Diagram - Down Main North line between 45.3 Signal and 48.1 Signal

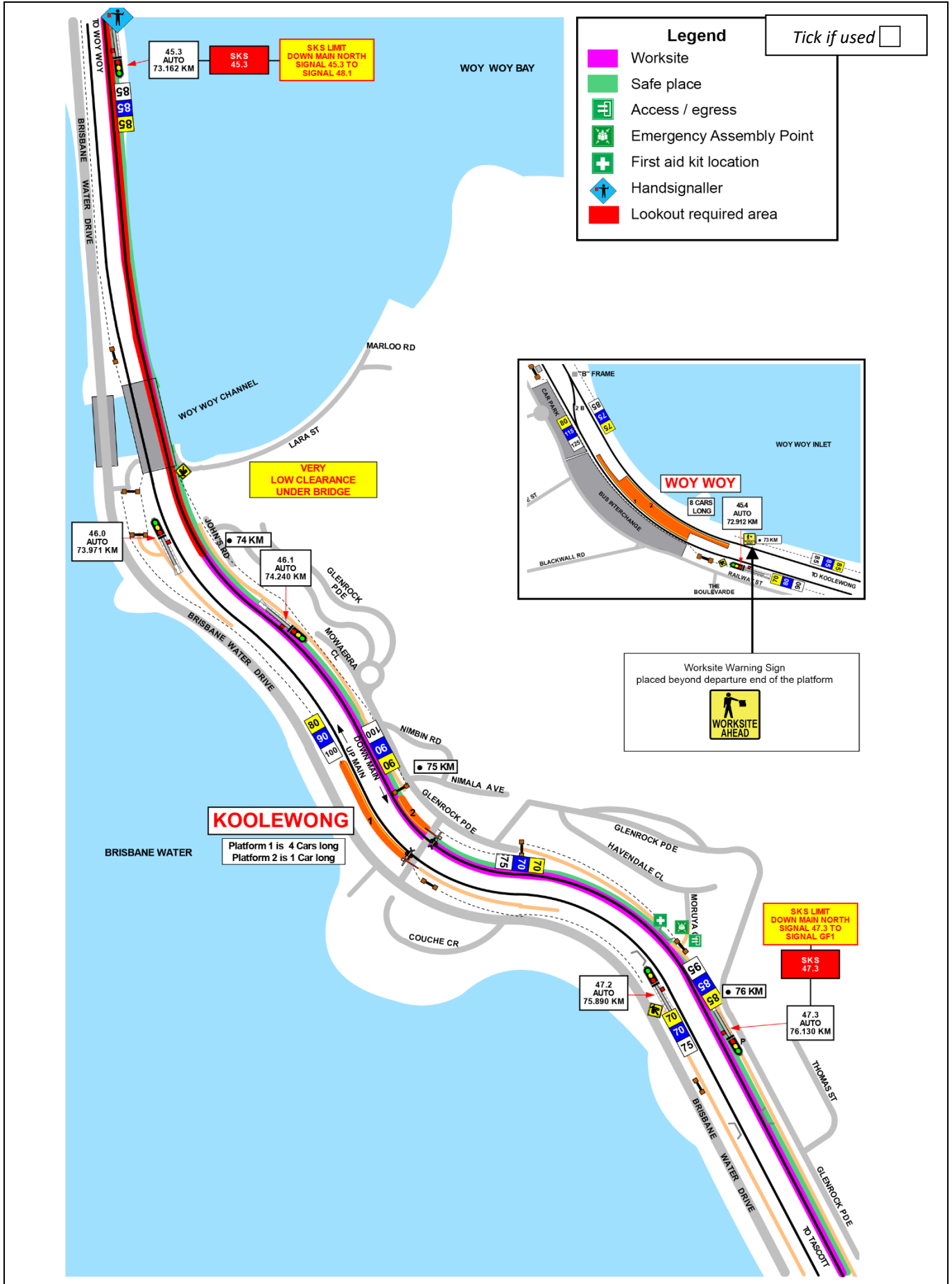


Diagram - Down Main North line between 45.3 Signal and 48.1 Signal

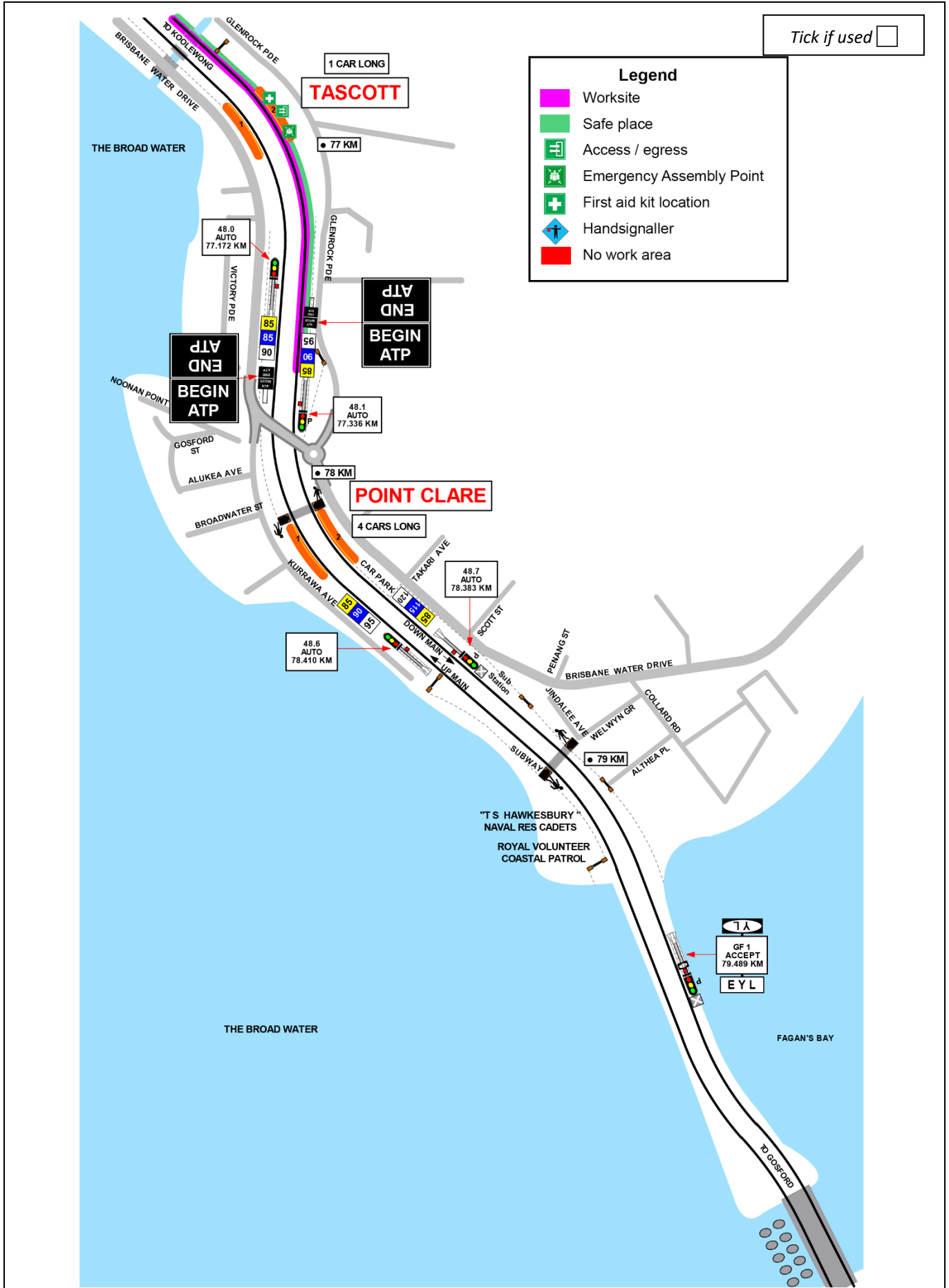


Diagram - Down Main North line between 47.3 Signal and GF1 Signal

