

Protection Officer Details

TWA or  Signal Key Switch Blocking

<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"/>	<input type="text" value="Planned duration"/>

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  TWA or  Signal Key Switch Blocking

Sig  Sig  Sig  Sig  Sig  Sig  Sig

**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*

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

Handsignaller details

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

name  location

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

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