

## Procedures

# NPR 753 Using Signal Key Switch Blocking

## Description

This document describes the procedure for using Signal Key Switch (SKS) Blocking.

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## Introduction

Signal Key Switch (SKS) Blocking is a method of working in the Danger Zone that uses automatic signals fitted with a signal key switch to exclude rail traffic from a portion of track.

## Establishing SKS Blocking

### Protection Officer

- 1 Tell the Signaller:
  - your name, and
  - your contact details, and
  - your Safeworking designation, and
  - the type of work, and
  - the intended duration.
- 2 Identify the line name and nominate the worksite location as being between two signals.

Signals must be identified by their numbers.

- 3 Ask the Signaller for permission to implement SKS Blocking.

### Signaller

- 4 Confirm the SKS Blocking details including:
  - the Protection Officer's name and contact details, and
  - the type of work, and
  - the duration of work, and
  - the line name, and

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- the nominated worksite location.
- 5 Use the signal numbers provided by the Protection Officer to identify the worksite location.
  - 6 If practicable, permit the use of SKS Blocking.

### Protection Officer

- 7 If it is permissible to implement SKS Blocking, ask the Handsignaller to contact the Signaller to arrange to remove the key.

### Handsignaller

- 8 When instructed by the Protection Officer ask the Signaller for authority to remove the key in accordance with NPR 754 Using a signal key switch.

### Protection Officer

- 9 When advised by the Handsignaller that the key has been removed and the signal is displaying **STOP**, contact the Signaller to confirm that rail traffic has been excluded from the affected portion of track.
- 10 Ask the Signaller for the Train Running Information for rail traffic planned to pass through the worksite.



### Warning

Train Running Information provides only a guide to planned movements and cannot be relied upon.

### Signaller

- 11 Make sure that:
  - the last rail traffic to enter the affected portion of track is identified and its location is known, and
  - there is no rail traffic approaching the worksite.
- 12 Tell the Protection Officer:
  - the Train Running Information, and

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- the identification number of the last rail traffic to enter the affected portion of track and its last known location, and
- that there is no rail traffic approaching the worksite.

### Protection Officer

#### 13 Confirm with the Signaller:

- the Train Running Information provided, and
- the identification number of the last rail traffic to enter the affected portion of track and its last known location, and
- that there is no rail traffic approaching the worksite.

### Managing rail traffic approaches to worksites

### Protection Officer

- 1 Before authorising the Handsignaller to restore the key, make sure that workers and equipment are clear of the Danger Zone.
- 2 If it is safe for rail traffic to pass through the worksite, tell the Handsignaller:
  - to restore the key, and
  - to immediately remove the key from the switch when the leading vehicle has completely passed the signal.

### Handsignaller

- 3 When told by the Protection Officer that it is safe for rail traffic to proceed, restore the key to the switch.

### Warning

If the protecting signal does not clear within the expected time after restoring the key to the switch, immediately advise the Protection Officer.

- 4 When the leading vehicle of the rail traffic has passed the signal, immediately remove the key from the switch.

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### Warning

If the key is not removed from the switch immediately after the leading vehicle of the rail traffic has passed the protecting signal, SKS Blocking must be ended.

#### Protection Officer

- 5 When the rail traffic has cleared the worksite, confirm with the Handsignaller:
  - that the key was removed immediately after the leading vehicle completely passed the protecting signal, and
  - that the protecting signal is at STOP.
- 6 Allow work to recommence.

## Ending SKS Blocking

When all workers and equipment are clear of the Danger Zone and SKS Blocking is no longer required.

#### Protection Officer

- 1 Tell the Handsignaller that SKS Blocking is no longer required and to restore the key in accordance with NPR 754 Using a signal key switch.
- 2 Confirm with the Handsignaller that the key has been restored to the switch.
- 3 Tell the Signaller:
  - your name and the worksite location, and
  - that workers and equipment are clear of the Danger Zone, and
  - that the key has been restored to the switch.

#### Signaller

- 4 Confirm with the Protection Officer:
  - their name, and

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- the worksite location, and
- that workers and equipment are clear of the Danger Zone, and
- that the key has been restored to the switch.

## Keeping Records

Signallers and Protection Officers must record, in permanent form, the SKS Blocking details.

## Related Documents

NPR 754 Using a signal key switch