

## Safety Alert

**ARTC No. 110**  
**Issued 04/10/2018**

### WORK TRAINS/TRACK VEHICLES TRAVELLING INTO A FIXED WORKSITE (NSW Only)

#### Incident

This safety alert has been issued following several incidents on the NSW Interstate Network where Protection Officers (PO's) have requested to take or have been issued a TOA for work trains/track vehicles travelling into a fixed worksite with a train still within the fixed worksite limits.

On 28 September 2018 a PO requested a TOA between Goulburn and Lynwood for a railset to travel and to work at a worksite on the Up Main between 207.500km and 216.500km. The PO advised that train 3932N, which was within the limits of his proposed TOA, had cleared his worksite. The Network Controller checked the location of train 3932N and identified it was still within the limits of the proposed worksite. The TTM was advised of the discrepancy. When the Network Controller questioned the PO, the PO stated the worksite location was 216.000km to 216.500km. TOA number 10 was then issued with the revised worksite location.

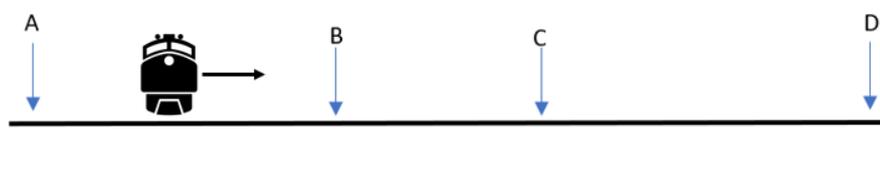
This type of event has previously occurred, and the TOA been issued with a train still within the fixed worksite limits. In this incident a Competent Worker was in the process of placing worksite protection at the exit end limit of the worksite when they had a near miss with a train.

**A TOA cannot be issued for a fixed worksite when a train is still within the worksite limits as per ANWT 304.**

When using a works train to enter a section to complete works at a fixed worksite within that section the following process is to be followed:

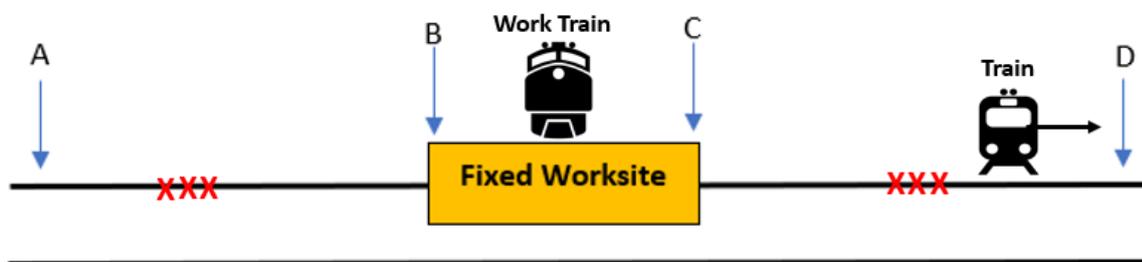
1. Issue a TOA for Track Vehicle Journey following a train for the entire section location A to location D. N.B. If following a train from a mid-section or an intermediate siding location, ensure that the lead locomotive is identified and has passed the start of the track machine journey.

**WARNING: The PO must ensure that other workers do not access track other than those members of the work group on the work train or track vehicles.**



2. Location B being the start of the fixed worksite. Upon arrival at location B a fixed worksite TOA is to be obtained from location B to location C, and both ends of the worksite must be protected by 3 railway track signals and a red flag/red light regardless of whether it is a uni-directional track.

**N.B. Retain Track Vehicle Journey TOA for movement upon completion of works.**



**WARNING: Before a fixed worksite is requested the PO must ensure that any proceeding train is clear of the exit end boundary (C) of the proposed worksite**

3. On completion of works, ensure all workers other than those on the work train are clear of the track, remove the railway track signal protection and fulfil the fixed worksite TOA. Travel to location D under the travel TOA previously obtained..



### For your action

1. Place Safety Alert on display and make copies of this alert available to people who report to you (without regular email access) and ensure that the contents of the safety alert are discussed/explained to your staff.
2. If engaging contractors, ensure they are made aware of current ARTC Safety Alerts.
3. Ensure a method of sign-off is obtained (eg via tool-box/safety meetings/morning briefings etc) to verify that the Safety Alert has been distributed and discussed.
4. If you have any safety concerns with this Safety Alert please speak directly to your supervisor.

### Further information

- All Safety Alerts issued can be [found here](#).
- For further information please contact Cath Bowlzer, Principle Advisor Safety and Environment Interstate.