ATWS Worksite Protection for Clarendon Routine Network Maintenance Activities

WORK DESCRIPTION	Routine Maintenance activities
WPP NUMBER	(WT 13 BWS 11420)
SCOPE	Routine maintenance activities performed by Western Territory team. • on the Richmond Main and Clarendon Loop lines between 56.865 km to 57.573 km • that does not involve the use of tools or equipment, or • using tools which can be easily and immediately removed from the track by one person and are light, non-powered hand tools, or light battery powered tools or devices.
AUTHORISATIONS	**Protection Officer, ATWS Operator (Operator) & ATWS Installer (Installer):** • Protection Officer (PO) Level 1 – 4, and • WATWS – Wireless Automatic Track Warning System **Dedicated Lookout:** (PO) Level 1 - 4, or Handsignaller 1 - 2
PERSONAL PROTECTIVE EQUIPMENT	• High visibility vest, boots, high visibility lookout sleeve
SAFETY CONTROLS – Lookout Working (ATWS) arrangements:	• Automatic Track Warning System (ATWS) - provides visual and audible warning for workers • ATWS sensor for Down direction running on the Richmond Main line at 56.189 km • ATWS sensor for Up direction running on the Richmond Main line at 58.331 km • Dedicated lookout(s) at the worksite for unsignalled movements. **IMPORTANT!** • This document must not be used to install or adjust the ATWS sensors • All sensors in the plan and shown on the diagram must be connected to transmit a warning
PRESTART REQUIREMENTS:	• Refer to D2015/45354 Wireless ATWS (Automatic Track Warning System) to install or remove sensors
FURTHER INFORMATION:	Refer to “D2015-45354 Wireless ATWS (Automatic Track Warning System)” for detailed instructions to set-up, connect, test and operate the ATWS system with pre-installed ATWS sensors • NLA 222Blacktown - Richmond

Required ATWS Equipment		
Item	**Description**	**Quantity**
Aerial	Telescopic Aerial	3
Assembly Kit	Orange Bag with Tools	2
Battery ZA24-2.9	Small battery for Junction Box & Transmitter	6
Device Frame	Protective Frame	3
F500-AB Junction Box	Receiver Device	2
F500-SEN Train Sensor	Sensor	2
Housing for Aerial	Housing for Telescopic Aerial	3
KF5-5 Extension Cable	Extension Cable (5m) for F500-SEN to F500-AB	0
Mobile Backpack	Harness for Device	0
Pouch	Pouch for small battery	4
Tripod	Tripod for Device	3

ZFS Radio Transmitter	Radio Transmitter Device	2
ZPW Warning Unit	Control & Warning Device	1

Protection Officer/Operator assessment checklist	
Protection Officer's name:	**Yes** (Tick if Yes)
This document has not expired 12 months beyond the issue date.	
SWI details and protection arrangements have been reviewed and validated for the assessed worksite location, including: • On-site safety assessment has been completed for relevancy of works being undertaken • The required protection details, environment and tasks are unchanged from the details of this SWI • All boxes have been ticked if applicable and crossed if not applicable • All fields have been completed	

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. 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

name	signature	contact no.

Work location:

Scope of work:

Worksite protection: **Lookout Working (ATWS)** 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**
Crossing live lines	A qualified Protection Officer (PO) or Access Corridor Safety (ACS) must make a safety assessment to cross live lines in accordance with NGE200 and supervise workers who do not hold the PO or ACS qualification.	Qualified PO/ ACS
Accessing Danger Zone to conduct plate test	Use appropriate safety measures as validated by a PO. Refer to diagram for minimum safety assessment.	Qualified PO
Electricity	ATWS antennae not to encroach safe approach distance to overhead wiring	Operator
Slips, trips, falls carrying ATWS equipment	Use correct manual handling techniques, secure safety boots, clear obstacles for work area and agree a safe path.	All
Approaching rail traffic	• Lookout Working using approved ATWS as assessed in the plan & diagram. • All points of entry have been validated and ATWS safety measures (sensors) have been installed. • Confirm with the Operator that the ATWS has been tested and is operational. • Workers immediately move to the designated safe place when warned. • Provide ALL CLEAR hand signal after workers and equipment are in a safe place. • After the warning has been cancelled, confirm there is no approaching rail traffic between the sensors and the worksite before allowing work to resume.	PO
Ineffective ATWS warnings / Adjoining / surrounding worksites	• Test and confirm workers can see and hear the warning in the noisiest environment. • Explain the emergency warnings. • Workers to be within 50m of warning device. • Workers to remain within sight and hearing of warning unit at all times. • Radios not to be used near ATWS.	PO
Train warning time longer than expected (stopping points or ATWS equipment fault)	Workers to remain in a safe place until confirmed the ATWS is working correctly. Contact the Signaller or visually confirm the line is clear between the sensors and the worksite. Potential stopping points: CN3, CN7, CN9, CN10, CN6, CN4 Platforms 1 and 2 Clarendon Station. …	PO
Unsignalled movements in Yard limits	Position lookout(s) in safe place. Confirm minimum sighting distance can be achieved. Test effective communication and be within sight and hearing of the workers.	PO / lookouts
Second train warning cancelled in error	Nominate a team member to confirm with the Operator when each rail traffic has completely passed the worksite. Tell the PO and workers about the second train warning. Cancel each warning after each train has completely passed the worksite.	Operator / nominated team member
Distraction	Obtain permission from PO to use electronic devices in the Danger Zone.	All
Obstructions to safe place	Agree on paths to reach designated safe places from the worksite.	PO
Electrical storms	Stop work immediately	All
Exposure to excessive noise from ATWS	Workers must not stand directly in front of audible warning devices.	All

No Safe Place within Clarendon Railway Station Platforms	Workers must not use ATWS protection for working within the platforms	All

☐ A final site inspection has been conducted immediately before commencing work, and any new hazards and controls have been included.

Workplace Supervisor details

name	signature	contact No.

Yes ☐ the Workplace Supervisor acknowledges that the Protection Officer will arrange worksite protection as required.

Participant acknowledgement

NOTE: Recipients of the briefing are to question the Briefer if they don't understand any part of this briefing.

All workers listed below acknowledge that they:

1. hold the applicable and current Rail Safety Worker Authorisation, trade licence and/or induction record e.g. Construction industry Induction
2. have been briefed on the identified hazards and controls
3. have been briefed on the risks from adjacent lines and/or worksites
4. have been briefed on the planned worksite protection
5. understand the limits of the worksite Protection Plan diagram
6. have been briefed on the contents of the Worksite Protection Plan
7. have been shown the worksite protection diagram or map

Name	Signature	Time of briefing: hh:mm	Amendment briefing: hh:mm and initial

Worksite Protection Plan – Lookout Working

Signaller details

	Blacktown Panel	02 9851 7207

Protection Officer details

name	signature	contact no.
RSW or RIW No.	designation	Planned duration

Workplace Supervisor details:

Type of work: **Routine Maintenance Activities**

Worksite location

on the **Richmond Main Line & Clarendon Loop Line** ☐

between	CN3 Dist Signal...	and	CN10 Dist Signal

Worksite assessment

The Lookout Working Prohibited Locations Register been consulted? Yes ¨

Warning method ATWS

Minimum Warning Time Calculations

Maximum track speed 115 km/h

Number of ATWS Sensors used 2 Position of ATWS Sensors 56.189 km and 58.331 km

Number of dedicated Lookouts used 1 Position of Lookouts 56.865km To 57.573 km

Note - Lookouts are relocated to positions within these KMs as workers move along the worksite.

See Time (S)		Move Time (M)		Safe Time	= Minimum Warning Time (MWT) (S+M+10 sec = MWT)		Track speed	Minimum Sighting Distance as calculated	
7 sec	+	3 sec	+	10 sec		20 sec	115 km/h	639 metres	Richmond Main line
7 sec	+	3 sec	+	10 sec		20 sec	115km/h	639 metres	Richmond Main line

Dedicated Lookout

See Time (S)		Move Time (M)		Safe Time	= Minimum Warning Time (MWT) (S+M+10 sec = MWT)	Track speed	Minimum Sighting Distance as calculated
2 sec	+	3 sec	+	10 sec	15 sec	25 km/h	105 metres

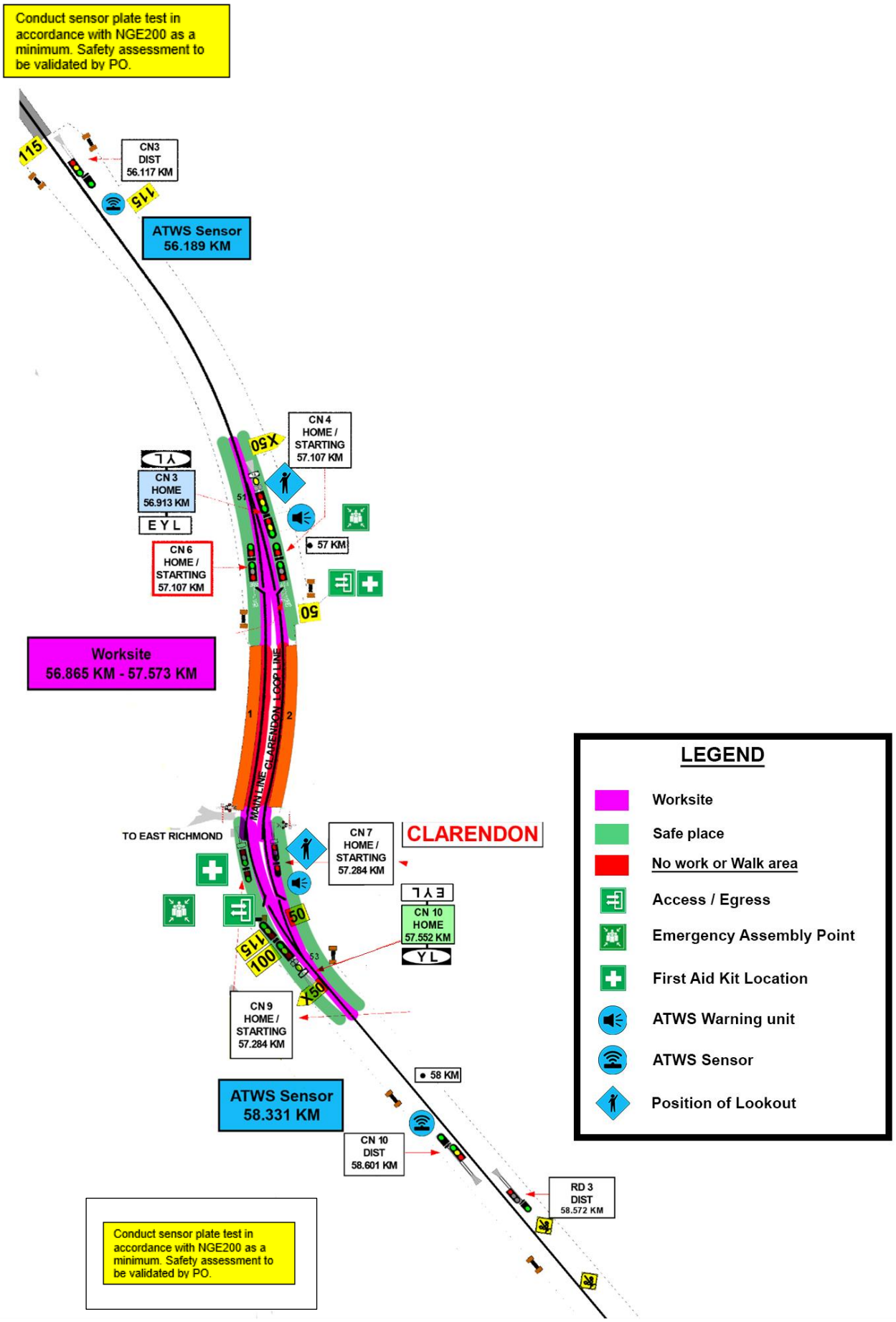
Where are the safe places identified for the ATWS Operator, Lookouts and workers?

Lookouts:	**Up Cess for Up Main. Down Cess for Down Main.**
Workers:	**Up Cess for Up Main. Down Cess for Down Main.**

Confirm mandatory first train tests were completed for all sensors **Yes** ☐

Ensure the workers have been briefed about these work details **Yes** ☐

NOTE: Diagrams and instructions that follow form part of this worksite protection plan.



INSTRUCTIONS:	1. Workers enter the rail corridor via access gate at Clarendan Station M17 56. 910D. 2. Use assets to validate worksite location on Richmond Main and Clarendon Loop lines between 56.865 km to 57.573 km 3. Conduct WP Pre-work briefing to set-up ATWS. 4. Tell Signaller at Blacktown Panel about the use of lookout working with ATWS.
	5. Access Down Cess 56.189 km, verify sensor label & connect to sensor cable, calibrate with test plate, connect and turn on the transmitter.
	6. Access Up Cess 58.331 km, verify sensor label, connect to sensor cable, calibrate with test plate, connect & turn on transmitter.
	7. Place warning system on same side of tracks if working on one track only within sight & hearing of workers, conduct siren & light self test, & connect to transmitter(s). 8. Record first rail traffic movement test for each sensor on ATWS Check-sheet. 9. Conduct WP Pre-work briefing for lookout working with ATWS and confirm workers have seen and heard the warning. 10. Start work when advised by the PO and move to the designated safe place when warned. 11. When work is complete, and workers and equipment are in a safe place, turn off and pack up warning unit
	12. Access Down Cess to turn off and pack up transmitter unit(s).
	13. Access Up Cess to turn off and pack up transmitter unit(s).
	14. Access Up Cess for all workers to leave the rail corridor via access gate at Clarendon Station M1757.302U 15. Tell Signaller at Blacktown Panel when work is completed and the workers and their equipment are clear of the Danger Zone.

Setup Stage 2: checklist for ATWS worksite warning unit

Installer name		
Step	**Task Description**	**Operator Check**
1	Confirm equipment is within inspection date	
2	Confirm Audible Level	
3	Confirm & Set Radio Channel for Warning Unit	
4	Book in ATWS sensor 1	
5	Book in ATWS sensor 2	
6	Perform Worksite Warning Test with all ATWS sensors	
7	Ensure the workers have seen the visual warning and heard the audible warning	
8	Select & Confirm Channel for the Radio Transmitter	
9	Confirm worksite warning unit is operational with Installers and advise them to lock devices & remove key	
10	Lock device & remove key	

(This page is optional and may be separated and given to the assigned operator to assist set- up of ATWS equipment. Refer also to Refer to "D2015-45354 Wireless ATWS (Automatic Trak Warning System)" for detailed instructions.)

Setup Stage 1: Checklist for ATWS transmitter and sensor **on Dn Richmond line at 56.189KM**		
Installer name		
Step	**Task Description**	**Installer Check**
1	Verify Track Label for Location of Sensor as per the Protection Diagram and Photos in this document	
2	Confirm equipment is within inspection date	
3	Sensor Direction is Installed as per Worksite Protection Diagram and Photos in this document	
4	Connect Sensor Cable to Junction Box	
5	Confirm all batteries are fully charged	
6	Connect Junction Box to ZFS using Channel T1 –T4	
7	Commence calibration and automatic self-test	
8	Perform function test using Test Plate (Strike In)	
9	Confirm Transmitter booked in to correct T-channel (T1-T4)	
10	Select & Confirm Channel for the Radio Transmitter (AU3 OR AU4)	
11	Perform Worksite Warning Test using Test Plate	
12	Lock Device & Remove Key	

Image 1: View of Sensor at 56.180 Richmond Main line

Image 2: Sensor access using access gate **M17 56.910 D**

(This page is optional and may be separated and given to the assigned operator to assist set- up of ATWS equipment. Refer also to Refer to "D2015-45354 Wireless ATWS (Automatic Trak Warning System)" for detailed instructions.)

Setup Stage 1: Checklist for ATWS transmitter and sensor **on Up Richmond line at 58.331 KM**		
Installer name		
Step	**Task Description**	**Installer Check**
1	Verify Track Label for Location of Sensor as per the Protection Diagram and Photos in this document	
2	Confirm equipment is within inspection date	
3	Sensor Direction is Installed as per Worksite Protection Diagram and Photos in this document	
4	Connect Sensor Cable to Junction Box	
5	Confirm all batteries are fully charged	
6	Connect Junction Box to ZFS using Channel T1-T4	
7	Commence calibration and automatic self-test	

8	Perform function test using Test Plate (Strike In)	
9	Confirm Transmitter booked in to correct T-channel (T1-T4)	
10	Select & Confirm Channel for the Radio Transmitter (AU3 OR AU4)	
11	Perform Worksite Warning Test using Test Plate	
12	Lock Device & Remove Key	

Image 1: View of Sensor 58.331 Richmond Main line

Image 2: Sensor access using access gate **M17 57.302 U**

Protection Officer's diary

Date	Time	Notes