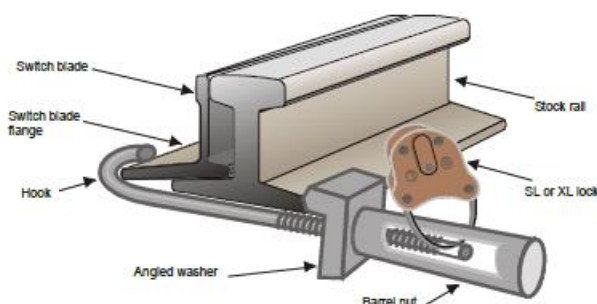



LESSONS LEARNT

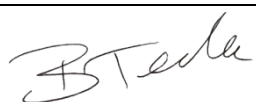
DETAILS	Report Reference Number	5029/2018	
Event Type	<input type="checkbox"/> Hazard	<input type="checkbox"/> Near Miss	<input checked="" type="checkbox"/> Incident
Relates To	<input type="checkbox"/> WHS	<input type="checkbox"/> Environment	<input checked="" type="checkbox"/> Rail Safety
Date	25/05/2018	Business Unit	Hunter Valley
Detailed Description of Event (include relevant images)			
<p>On Friday 25th May, Protection Officer (PO) requested a Track Occupancy Authority (TOA) from the Network Controller (NC) to complete transformer replacement on the Mt Thorley Branch Line.</p> <p>The PO advised the NC 201/203 points would be clipped and locked under Look Out Working (LOW), and TOA 19 was granted. Later the NC contacted the PO to identify if the points were being locked. The PO confirmed they had been locked, although there was no protection arrangements in place to undertake the task of attaching the point clips.</p>			
 <p>Figure 1 Points clipped and locked</p>		 <p>Figure 2 Set of points</p>	

Lessons Learnt

Team members have gained access to live unprotected track in order to clip and lock the set of points, as the points were located outside of the TOA limits.

Corrective Actions

- Whenever access to track is required in order to clip and lock points, an appropriate work on track method/authority must be in place.
- When clipping and locking points that are located outside the requested worksite protection limits, an appropriate work on track method/authority must be in place to prevent rail traffic approaching
- If lookout working is assessed as appropriate for the task, a lookout must be in place to identify approaching rail traffic, while the qualified person clips and locks the points

Leader Approval	Brett Teasdale	Position	Principal Advisor Safety
Signature		Date	01/06/2018