Network Safeworking Rules and Procedures

Centralised Traffic Control System

Rule Number: 5001

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Document History

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1. Purpose

The purpose of this rule is to describe the operation of the *Centralised Traffic Control (CTC) System of Safeworking* used in the *Network*.

2. General

The *CTC* system comprises:

- a *Location* for the control of *Points* and signals;
- *Controlled Absolute Signals* at the entrance to each *Section*;
- *Controlled Absolute Signals* protecting the *Route* through *Interlockings*;
- *Absolute Signals (Intermediate Signals)* to divide *Sections* into multiple *Blocks*; and
- *Track-Circuits* or *Axle Counters*.

Sections within the *CTC Territory* consist of single or multiple lines that are *Uni-Directional* or *Bi-Directional*.

Interlocking of *Track-Circuits*, *Axle Counters*, *Points* and *Protecting Signals* prevent a *Running Signal* from displaying a Proceed indication unless:

- the *Block* beyond the signal is not *Occupied*;
- there are no conflicting *Routes* set; and
- the *Points* are correctly set.

The *Network Controller* controls the entry of *Rail Traffic* into *Sections* and through *Interlockings*.

If the *CTC* system is reported as, or suspected to be, faulty or unreliable, a method of *Special Working* must be used until the system has been restored.

3. Proceed Authorities

The *Authority* for *Rail Traffic* to enter and *Occupy* a *Block* under the *CTC* system is:

- a Proceed signal;
- a verbal *Authority*; or
- a written *Authority*.

4. Failure of Control Functions

If the function to control *Points* and signals fail, the *Network Controller* must instruct the *Competent Worker* to:

- confirm the setting of *Points*;
- manually operate the *Points* as required; and
- manually *Secure* the *Points*, if necessary.

The *Rail Traffic Crew* must obtain an *Authority* to pass *Fixed Signals* at STOP in accordance with Rule 6013 Passing Fixed Signals at STOP.

5. Entering Signalled Track from Non-Signalled Location

Where there is no *Fixed Signal* to control entry into *CTC Territory*, the *Network Controller* must *Authorise Rail Traffic* entry.

The *Network Controller* must:

- verify that there are no conflicting *Rail Traffic* movements or *Track Occupancies*,
- where provided, give the release for *Switchlock* operation; and
- give permission for the *Points* to be operated.

Rail Traffic entering from non-signalled areas must be prepared to Stop at the next *Fixed Signal* and comply with the indication displayed.

6. References

6013 Passing Fixed Signals at STOP

7. Effective Date

21 November 2022

Network Safeworking Rules and Procedures

Alternative Movement Authority

Rule Number: 5019

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1. Purpose

The purpose of this rule is to detail the protocols for using *Alternative Movement Authorities.* These are *Issued* to *Authorise Rail Traffic* movements when the Proceed *Authority* normally provided by the *System of Safeworking* is not available.

2. General

An *Alternative Movement Authority* is an *Authority* that is created in the *Network* Control system where available, or manually by the *Network Controller*.

This is recorded by the recipient on an *Alternative Movement Authority* form and is used to *Authorise Rail Traffic* movements past:

- a Departure Signal at STOP in Single Line Automatic Signalling areas; and
- for *Single Line Working* in *Double Line Automatic Signalling* areas, in accordance with Rule 5027 Single Line Working.

During *Alternative Movement Authority* working, safe separation between *Rail Traffic* movements must be maintained.

Unless entry is *Authorised*, *Rail Traffic* must be *Restrained* from entering the limits of *Alternative Movement Authority* working.

An *Alternative Movement Authority* must:

- specify the *Limit of Authority* for the movements it *Authorises*;
- specify the line to be used; and
- where necessary, specify any speed restrictions that must be applied.

3. Assurances

The *Network Controller* must be assured that:

- conflicting *Occupancies* or *Routes* are not *Authorised*;
- the *Track* within the limits of the *Alternative Movement Authority* will be *Occupied* only by *Authorised Rail Traffic*;
- *Effective Communication* is established between:
  - *Rail Traffic Crews*; and
  - affected *Competent Workers*;
- previously *Issued* Proceed *Authorities* have been *Cancelled* or *Fulfilled*;
- current *Work on Track Authorities* in affected *Sections* are *Fulfilled*, or worksites are *Protected* against movements under the *Alternative Movement Authority*;
- other *Competent Workers* known to be affected have been told about the planned movements under the *Alternative Movement Authority*;
- when *Rail Traffic* is *Travelling* in the *Wrong Running-Direction*, *Rail Traffic Crews* are advised of *Temporary Speed Restriction* details until *Temporary Speed Restriction* signs are erected;
- the *Route* to be taken by *Rail Traffic* is:
  - set and *Secured*; or
  - will be set and *Secured* by a *Competent Worker*;
- *Protecting Signals* are at STOP and if the *Alternative Movement Authority* is not been *Issued* within the *Network* Control System, *Blocking Facilities*, if available, are applied in accordance with Rule 6003 Blocking Facilities; and
- releasing switches for *Intermediate Sidings* are in the NORMAL position with *Blocking Facilities* applied.

Where *Blocking Facilities* are required, but cannot be applied, *Rail Traffic* must be *Restrained* in writing on a *Restraint Authority* in accordance with Rule 4001 Protecting Disabled Rail Traffic.

3.1 Active Control Level Crossings

WARNING: On *Uni-Directional* lines *Active Control Level Crossing* equipment may be operating correctly, however for a *Wrong Running-Direction* movement, it may not provide the required *Protection* due to the *Level Crossing* equipment not operating until the *Rail Traffic* is too close to the *Level Crossing*.

Where possible the *Network Controller* must be assured that *Active Control Level Crossings* are:

- operating correctly;
- attended by *Competent Workers* if not operating correctly; or
- closed to road and pedestrian traffic.

Where unable to obtain or apply these assurances, the *Network Controller* must advise *Rail Traffic Crews* to treat *Active Control Level Crossings* as faulty and act in accordance with Rule 2015 Active Control Level Crossing Management.

4. Issuing an Alternative Movement Authority

The *Network Controller Authorises Travel* by compiling and *Issuing* an *Alternative Movement Authority* form.

The *Network Controller* must arrange for an *Alternative Movement Authority* to be *Issued* to the *Rail Traffic Crew* carrying out the *Authorised* movements.

Rail Traffic Crews must not pass signals at STOP unless:

- *Authorised* on the *Alternative Movement Authority* form; and
- in accordance with Rule 6013 Passing Fixed Signals at STOP.

Rail Traffic Crews must be advised on the *Alternative Movement Authority* form of:

- what is known about the condition of *Active Control Level Crossings*;
- any speed restrictions in the *Wrong Running-Direction*; and
- any speed restrictions that may be applied by the *Infrastructure Representative* because of the fault.

4.1 Limit of Authorities

The *Network Controller* may issue *Alternative Movement Authorities* for *Sections* within their area of control.

An *Alternative Movement Authority* can be *Issued* for more than one *Section*, up to, but not beyond, a *Location* at which a *Crossing* is to take place.

4.2 Competent Workers Receiving Authorities

Competent Workers may receive *Alternative Movement Authorities* on behalf of the *Network Controller* and deliver them to *Rail Traffic Crews*.

If a *Rail Traffic Crew* does not receive an *Alternative Movement Authority* directly from the *Network Controller*, *the Rail Traffic Crew* must verify the *Alternative Movement Authority* with the *Network Controller* before departure.

5. Restraint of Rail Traffic

Rail Traffic must be *Restrained* from entering a *Block* in which *Alternative Movement Authority* working is *In-Effect*.

The *Restraint Authority* must direct *Rail Traffic* not to depart that *Location* irrespective of any available *Proceed Authority*.

6. Reporting

The *Network Controller* must tell *Rail Traffic Crews* or other *Competent Workers* of the *Locations* at which they are to report entry, progress and exit.

7. Authorising a Following Rail Traffic Movement

Where following movements are permitted by *Permissive Working* the *Limit of Authority* for any following *Rail Traffic* must not be beyond the next *Station*.

When unoccupied *Blocks* behind *Rail Traffic Travelling* on an *Alternative Movement Authority* are to be released for following *Rail Traffic* movements, the *Network Controller* must tell the *Rail Traffic Crew* to report when the *Rail Traffic* has passed *Complete* beyond:

- nominated *Absolute Signals*; or
- the *Authorised* Non-Crossing *Location* during *Single Line Working*.

When told by the *Rail Traffic Crew* that the *Rail Traffic* has passed *Complete* beyond nominated *Absolute Signals* or Non-*Crossing Locations*, the *Network Controller* may *Issue* an *Alternative Movement Authority* for a following *Rail Traffic* movement.

8. Cancelling an Alternative Movement Authority

An *Alternative Movemen*t *Authority* may be *Cancelled* only if the *Network Controller* is assured that the *Authorised* movement has not started or has not been completed.

The *Network Controller* must tell affected *Competent Workers* that the *Alternative Movement Authority* has been *Cancelled*.

9. Fulfilling an Alternative Movement Authority

An *Alternative Movement Authority* must be *Fulfilled* only when the *Rail Traffic Crew* or *Competent Worker* assures the *Network Controller* that the *Authorised Rail Traffic* movement has been *Completed* and the *Section* is *Clear*.

The *Network Controller* must tell affected *Competent Workers* that the *Alternative Movement Authority* has been *Fulfilled*.

10. Returning to Normal Working

Before normal working is resumed the *Network Controller* must ensure that:

- any *Authority Issued* to enter the affected *Section* is *Cancelled* or *Fulfilled*;
- the affected *Section* is *Clear* of any *Rail Traffic*;
- any *Active Control Level Crossings* in the *Section* are restored to normal operation;
- *Blocking Facilities* are removed;
- if required, *Points* that had been *Secured* are restored for normal operation; and
- instructions still *In-Effect* for the *Restraint* of *Rail Traffic* are *Cancelled*.

11. Keeping Records

Network Controllers must keep a *Permanent Record* of:

- the *Issue* of an *Alternative Movement Authority*, and
- details of affected *Competent Workers* told about the *Authorised Rail Traffic* movements.

Rail Traffic Crews and other *Competent Workers* must keep a *Permanent Record* of the Issue of an *Alternative Movement Authority*.

12. References

2015 Active Control Level Crossing Management

4001 Protecting Disabled Rail Traffic

5027 Single Line Working

6003 Blocking Facilities

6013 Passing Fixed Signals at STOP

13. Effective Date

21 November 2022

Network Safeworking Rules and Procedures

Manual Block Working

Rule Number: 5023

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1. Purpose

The purpose of this rule is to describe how to manually maintain *Blocks* between *Rail Traffic* movements in the *Network* where the *Rail Traffic* may not be reliably detected on *Centralised Traffic Control (CTC) Territory*.

2. General

The *Network Controller* uses *Manual Block Working* to prevent *Rail Traffic* from entering occupied *Blocks*.

WARNING: If *Rail Traffic* that does not reliably operate *Track-Circuits* is to *Travel* over *Points* that automatically return to a normal setting, and the *Points* are in a position where they can automatically return to normal, the *Points* must be *Secured* for the passage of the *Rail Traffic*.

This rule does not apply to *Track Vehicle* movements. *Track Vehicle* movements must be in accordance with Rule 3019 Track Vehicles.

Manual Block Working is used when:

- it is specified in other *Network* publications;
- *Track-Circuits* or *Axle Counters* may not reliably detect *Rail Traffic*; or
- the *Network Controller* requires *Manual Block Working* to be used.

The *Authority* for entry to a *Block* is a PROCEED signal indication.

NOTE: Where a *Departure Signal* is the entry signal and that *Departure Signal* fails, an *Alternative Movement Authority (AMA)* will be the *Authority* for entry into the *Block*.

Manual Block Working must be used only for *Right Running-Direction* movements.

The limits for *Manual Block Working* must extend from one *Controlled Absolute Signal* to another *Controlled Absolute Signal*.

NOTE: *Permissive Working* is not permitted during *Manual Block Working*.

Signals at STOP must not be passed during *Manual Block Working* unless *Authorised* by the *Network Controller* in accordance with Rule 6013 Passing Fixed Signals at STOP.

3. Assurances

Network Controllers must be assured that:

- the *Block* is clear of *Rail Traffic* before *Authorising Manual Block Working*;
- only *Rail Traffic Authorised* to *Travel* under *Manual Block Working* will enter the *Block*; and
- the *Block* is clear of *Rail Traffic* before resuming normal operations.

4. Authorising and Reporting

The *Network Controller Authorises* and implements *Manual Block Working*.

The *Network Controller* must advise other affected *Network Controllers* that *Rail Traffic* will be worked under *Manual Block Working* conditions.

Where required, the *Rail Traffic Crew* or a *Competent Worker* must report to the *Network Controller*:

- entry into the *Block Section*; and
- exit from the *Section*.

5. Maintaining Separation

Once *Rail Traffic* enters the *Block*, the *Network Controller* must:

- set the entry-end signal at STOP, with *Blocking Facilities* applied in accordance with Rule 6003 Blocking Facilities; and
- maintain the *Blocking Facilities* until the *Rail Traffic* has passed complete beyond the nominated *Location*.

6. Restraint of Rail Traffic

Rail Traffic must be prevented from entering a *Block Section* in which *Manual Block Working* is in effect by the use of *Blocking Facilities*.

When it is necessary for *Rail Traffic* to be *Restrained* the *Network Controller* may provide written advice on a *Restraint Authority* to *Rail Traffic Crews*.

7. Active Control Level Crossing

If *Rail Traffic* needs to pass over an *Active Control Level Crossing* operated automatically by *Track-Circuits*, but the *Rail Traffic* cannot be relied upon to activate the *Track-Circuits*, *Rail Traffic Crews* must:

- stop short of the *Active Control Level Crossing*, and if possible manually operate the *Active Control Level Crossing*; or
- arrange to stop approaching road and pedestrian traffic.

Rail Traffic may proceed over the *Active Control Level Crossing* only if it is safe to do so.

8. Ending Manual Block Working

The *Network Controller* must be assured that the *Block Section* is *Clear* of any *Rail Traffic* before ending *Manual Block Working*.

9. Keeping Records

The *Network Controller* must keep a *Permanent Record* of the details of *Manual Block Working*.

10. References

3019 Track Vehicles

6003 Blocking Facilities

6013 Passing Fixed Signals at STOP

11. Effective date

21 November 2022

Network Safeworking Rules and Procedures

Single Line Working

Rule Number: 5027

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1. Purpose

The purpose of this rule is to detail the protocols for using *Single Line Working*. This allows *Rail Traffic* to be worked in both directions over a single line where *Uni-Directional* (Double line) operations normally apply.

2. General

Single Line Working may be established over *Uni-Directional* multiple line *Sections*, if one or more lines are not available for normal use.

Single Line Working allows following *Rail Traffic* entries into an *Occupied Single Line Working Section*, but not into the same *Block*.

When *Single Line Working* is planned in advance, it must be *Advertised*.

Single Line Working must be confined to the most suitable *Crossovers* on each side of the unavailable portion of line.

Station Limits signs may be placed to designate the limits of *Single Line Working* if *Points* or a *Crossover*, used for *Single Line Working*, is not *Protected* by a *Running Signal* in the direction of approach.

Where used, a *Station Limits* sign must be placed at least 120 metres before the *Facing* or *Trailing Points* of the *Crossover*.

The *Network Controller* must:

- manage *Rail Traffic* in both directions over the *Single Line Working Section*; and
- apply *Blocking Facilities*, in accordance with Rule 6003 Blocking Facilities, to prevent the entry of unauthorised *Rail Traffic* into the *Single Line Working Section*.

The *Network Controller* must advise *Rail Traffic Crews* approaching the *Single Line Working* that *Single Line Working* is *In-Effect*.

3. Assurances

Before introducing *Single Line Working*, the *Network Controller* must ensure that:

- *Effective Communication* is established with *Competent Workers*;
- the affected *Section* of *Track* is *Clear* of all *Rail Traffic* and prior *Movement Authorities* or *Alternative Movement Authorities* for the affected *Section* have been *Fulfilled*;
- *Track Occupancies* for the operational line have been *Fulfilled* or suspended;
- *Protection Officers* of *Track Occupancies* for the non-operational line have been advised;
- signals allowing entry have been set to STOP and *Blocking Facilities* in accordance with Rule 6003 Blocking Facilities have been applied to prevent unauthorised entry of *Rail Traffic*;
- other *Rail Traffic* has been *Restrained*;
- affected *Network Controllers* have been advised of the *Single Line Working*; and
- workers known to be affected have been advised of the *Single Line Working*.

3.1 Active Control Level Crossings

When *Single Line Working* is planned in advance, *Active Control Level Crossings* that are not designed to operate normally in both directions, must be *Protected* by *Competent Workers* or closed to road and pedestrian traffic.

Unless the *Network Controller* has ensured that *Active Control Level Crossing* equipment is operating correctly, or *Competent Workers* are in attendance, the *Network Controller* must advise *Rail Traffic Crews* to treat *Active Control Level Crossings* as potentially faulty and act in accordance with Rule 2015 Active Control Level Crossing Management.

3.2 Approaching Rail Traffic

The *Network Controller* must tell *Rail Traffic Crews*:

- that *Single Line Working* will be *In-Effect*;
- the *Protecting Signal* identification number and, if applicable, the *Locations* of any additional *Station Limits* signs; and
- that the signal before the entry to the *Single Line Working Section* will be at STOP.

Rail Traffic Crews must report to the *Network Controller* when their *Rail Traffic* arrives at the *Protecting Signal*.

Rail Traffic must be *Restrained* from entering a *Section* in which *Single Line Working* is *In-Effect* until *Authorised* to enter.

3.3 Entry of Rail Traffic

Before *Authorising Rail Traffic* to proceed into *Single Line Working Sections*, the *Network Controller* must be assured that:

- the *Block* over which *Rail Traffic* is to *Travel* is *Clear* of *Rail Traffic*; and
- the *Route* is set or will be set by the *Rail Traffic Crew* or other *Competent Worker*.

4. Authority to Travel

The *Authority* to *Travel* in the *Right Running Direction* will be normal signal indications.

Track Vehicles will travel in the *Right Running Direction* on *Movement Authorities* as per Rule 3019 Track Vehicles.

When *Travelling* in the *Right Running-Direction*, *Rail Traffic Crews* must obey *Intermediate Signal* indications.

The *Authority* to *Travel* in the *Wrong Running-Direction* is an *Alternative Movement Authority Issued* by the *Network Controller* to the *Rail Traffic Crew* in accordance with Rule 5019 Alternative Movement Authority.

NOTE: The passing of signals at STOP must be in accordance with Rule 6013 Passing Fixed Signals at STOP.

Before *Authorising* the *Rail Traffic* to enter the single line *Section*, the *Network Controller* must set the *Route*, or tell the *Competent Worker* or *Rail Traffic Crew* to set the *Route* for the safe passage of *Rail Traffic*.

The *Rail Traffic Crew* must ensure the *Route* is set for the safe passage of the *Rail Traffic*.

The *Alternative Movement Authority* must contain details of:

- the *Route* to be taken;
- any *Points* to be checked, set and *Secured*;
- any *Fixed Signals* that are to be passed at STOP;
- any speed restriction applicable;
- the operating status of *Active Control Level Crossings*; and
- any reporting requirements.

The *Network Controller* will *Issue* the *Alternative Movement Authority* to the *Rail Traffic Crew*, and the *Rail Traffic Crew* must read it back in accordance with Procedure 9016 Written Authorities and Forms.

5. Travelling Through a Single Line Working Section

When *Travelling* in the *Right Running-Direction*, *Rail Traffic Crews* must obey *Intermediate Signal* indications.

Unless assured that *Active Control Level Crossings* are operating correctly, *Rail Traffic Crews* must treat the *Level Crossings* as faulty in accordance with Rule 2015 Active Control Level Crossing Management.

6. Reporting

Rail Traffic Crews, running in the wrong direction, must tell the *Network Controller* when the *Rail Traffic* has:

- entered the *Single Line Working Section*;
- passed *Complete* beyond nominated *Locations* as detailed on the *Alternative Movement Authority*; and
- exited *Complete* from the *Single Line Working Section*.

7. Departing the Single Line Working Section

Rail Traffic must not depart the *Single Line Working Section* without the *Authority* of the *Network Controller*.

Before *Authorising Rail Traffic* to depart the *Single Line Working Section*, the *Network Controller* must be assured that:

- the *Block Section* ahead is unoccupied;
- no conflicting *Routes* are set; and
- the *Route* is set or will be set by the *Rail Traffic Crew* or other *Competent Worker*.

The *Rail Traffic Crew* must ensure the *Route* is set for the safe passage of the *Rail Traffic*.

The *Network Controller* and the *Rail Traffic Crew* must *Fulfil* the *Alternative Movement Authority* when the *Rail Traffic* has *Arrived Complete*.

8. Establishing a Non-Crossing Location

The Approved Operations *Delegate* may approve the use of a Non-Crossing *Location* to facilitate the movement of following *Rail Traffic* for *Wrong Running Direction* movements.

WARNING: This only applies in the *Wrong Running Direction*.

A Non-Crossing *Location* may be used to divide a *Section* to allow for following *Rail Traffic* to enter the single line *Section* before the preceding *Rail Traffic* has *Cleared* the single line *Section*.

The *Network Controller* must:

- confirm that approval to establish a Non-Crossing *Location* has been given by the Approved Operations *Delegate*;
- confirm that the affected *Section* of *Track* is *Clear* of all *Rail Traffic*;
- ensure that *Rail Traffic* will not be *Authorised* to *Occupy* the *Single Line Working Section* before the Non-Crossing *Location* has been established;
- ensure there is a *Competent Worker* with *Effective Communication* at the designated Non-Crossing *Location*; and
- tell the *Competent Worker* at the designated Non-Crossing *Location*:
  - the *Running -Directions* for which the Non-Crossing *Location* will be used; and
  - the *Running-Direction* for the first movement.

The *Competent Worker* at a Non-Crossing *Location* must:

- make sure they have *Effective Communication* with the *Network Controller*;
- confirm whether the Non-Crossing *Location* applies for both *Running-Directions*;
- confirm the *Running-Direction* for the first movement;
- stand in a *Safe Place*; and
- ensure *Rail Traffic Crews* approaching from expected *Running-Directions* will have a *Clear* view of that *Location*.

9. Working a Non-Crossing Location

The *Network Controller* may *Issue* an *Alternative Movement Authority* for *Rail Traffic* to *Travel*:

- through the *Single Line Section*; or
- only as far as the Non-Crossing *Location*.

The *Network Controller* must advise the *Competent Worker* at the Non-Crossing *Location* before *Issuing* an *Alternative Movement Authority* for *Travel* through or to the Non-Crossing *Location*.

9.1 Issue of an Alternative Movement *Authority* to the Non-Crossing Location

On advice from the *Network Controller* that an *Alternative Movement Authority* is to be *Issued* to the Non-Crossing *Location*, the *Competent Worker* must prevent that *Rail Traffic* from passing the Non-Crossing *Location* by placing *In-field Protection* on the line.

The *Competent Worker* will remove the *Protection* after the *Rail Traffic Crew* is in possession of an *Alternative Movement Authority* to Proceed.

When assured that the *Block Section* is *Clear* the *Competent Worker* must remove the *Protection* from the line and give a Proceed *Handsignal*.

9.2 Rail Traffic Passing Beyond the Non-Crossing Location

After *Rail Traffic* has passed the Non-Crossing *Location*, and until advised by the *Network Controller* that the *Rail Traffic* has *Arrived Complete* out of the *Single Line Working* area, the *Competent Worker* must *Protect* the *Occupied* line.

When *Rail Traffic* has passed *Complete* beyond the Non-Crossing *Location* the *Competent Worker* must get confirmation of the direction of approach of the next *Rail Traffic* movement from the *Network Controller*.

10. Removing a Non-Crossing Location

Before removing the Non-Crossing *Location*, the *Network Controller* must confirm that:

- the line between the limits of *Single Line Working* is *Clear* of *Rail Traffic*; and
- *Rail Traffic* will not be *Authorised* to enter the *Single Line Working Section* before the Non-Crossing *Location* has been removed.

The *Network Controller* must tell the *Competent Worker* at the Non-Crossing *Location*:

- that the Non-Crossing *Location* is no longer needed;
- to remove *Protection* from the line; and
- to advise when this has been done.

11. Cancelling an Alternative Movement Authority

An *Alternative Movement Authority* may be *Cancelled* only if the *Network Controller* is assured that the *Authorised* movement has not started.

The *Network Controller* must tell affected *Competent Workers* that the *Alternative Movement Authority* has been *Cancelled*.

12. Fulfilling an Alternative Movement Authority

An *Alternative Movement Authority* must be *Fulfilled* only when the *Rail Traffic Crew* or *Competent Worker* assures the *Network Controller* that the *Authorised Rail Traffic* movements have been completed and the *Section* is *Clear*.

The *Network Controller* must tell affected *Competent Workers* that the *Alternative Movement Authority* has been *Fulfilled*.

13. Returning to Normal Working

Before normal working is resumed the *Network Controller* must ensure that:

- any *Alternative Movement Authority Issued* to *Travel* through the *Single Line Working Section* is *Cancelled* or *Fulfilled*;
- the affected *Section* is *Clear* of *Rail Traffic*;
- any *Active Control Level Crossings* in the *Section* are restored for normal operation or *Protected*;
- temporary *Station Limits* signs, where used, have been removed;
- any *Points* that were set and *Secured* are restored for normal operation; and
- *Blocking Facilities* are removed.

14. Keeping Records

The *Network Controller* and *Competent Worker* must keep a *Permanent Record* of details of the *Single Line Working*, including *Rail Traffic* arrival and departure times.

15. References

2015 Active Control Level Crossing Management

3019 Track Vehicles

5019 Alternative Movement Authority

6003 Blocking Facilities

6013 Passing Fixed Signals at STOP

9016 Written Authorities and Forms

16. Effective Date

31 October 2022