

# Network Safeworking Rules and Procedures

## Manual Block Working

Rule Number: 5023

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#### Document History

Version	Effective Date	Pages updated	Reasons for change
2.0	03 02 2020	All	Major Review

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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 *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

3 February 2020