

# Network Safeworking Rules and Procedures

## Single Line Working

Rule Number: 5027

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#### Document History

Version	Effective Date	Pages updated	Reasons for change
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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 *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 tell *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 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 *Infield 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 all *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

5019 Alternative Movement Authority

6003 Blocking Facilities

6013 Passing Fixed Signals at STOP

9016 Authorities and Forms

# 16. Effective Date

3 February 2020