

Network Safeworking Rules and Procedures

Single Line Working

Rule Number: 5027



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Glossary for this Rule

<i>Active Control Level Crossing</i>	A road or pedestrian level crossing where warning equipment warns road users and pedestrians about approaching rail traffic by devices such as flashing lights or barriers.
<i>Advertise</i>	To give written or electronic notice, usually in advance, of planned activities.
<i>Alternative Proceed Authority (APA)</i>	An APA may be used to authorise rail traffic movements when the Proceed Authority normally provided by the system of Safeworking is not available.
<i>Arrived Complete</i>	Rail traffic where the last vehicle of a consist has arrived within a location.
<i>Authority</i>	Formal name for a written Authority (e.g. Local Possession Authority, Alternative Proceed Authority).
<i>Blocking Facility</i>	A facility used by a Network Controller to prevent either the unintended issue of an Occupancy Authority, or the operation of points or signalling equipment.
<i>Brookfield Rail</i>	Brookfield Rail Pty. Ltd.
<i>Cancel</i>	To withdraw permission for or to end previously authorised activities, such as Occupancy Authorities, without completing them.
<i>Clear</i>	<p>A proceed indication displayed by a signal.</p> <p>In reference to a track circuit, block, section or signal route, the absence of rail traffic.</p> <p>In reference to track workers being clear of track.</p>
<i>Competent Worker</i>	A worker certified as competent to carry out a relevant task.
<i>Complete</i>	Rail traffic where the consist has not parted.
<i>Crossing Location/Station</i>	May consist of single or double ended portion of track, to hold rail traffic, connected to a main line that is used to permit other rail traffic to cross or pass.
<i>Crossover</i>	A portion of line that is used to divert rail traffic from one continuing line to another.
<i>Effective Communication</i>	The ability to successfully send, receive and understand information. The communication does not need to be continuous.
<i>Facing Points</i>	Points with the switch blades facing approaching rail traffic where the track diverges.
<i>Fixed Signal</i>	A signal that is located permanently near the line.
<i>Fulfil</i>	To advise the Network Controller that the instructions on, and associated activities for, an Occupancy Authority have been completed and can be terminated.

<i>Handsignal</i>	A signal given by hand or lights movements, hand signals may be with or without flags.
<i>In-Effect</i>	Activate, become current, in force.
<i>Intermediate Signal</i>	An intermediate signal is an automatic fixed signal (absolute signal) used to divide a section to facilitate the movement of following rail traffic.
<i>Issue</i>	To provide or send copies of authorities, warnings, notices and Network publications to affected Competent Workers by voice, hand delivery or electronic means.
<i>Joint Occupancy</i>	Simultaneous occupancy of track within defined limits.
<i>Level Crossing</i>	A location where the railway line and a road or pedestrian walkway cross paths on the same level (at grade).
<i>Location</i>	A place in the Network with a designated name, identification number, or signalling reference.
<i>Network</i>	A combination of track and other associated infrastructure controlled by Brookfield Rail.
<i>Network Controller</i>	A Competent Worker who authorises and issues Occupancy Authorities, and works points, signals and other signalling equipment to manage routes for safe and efficient transit of rail traffic in the Network.
<i>Occupancy</i>	Presence of rail traffic or track workers on track.
<i>Permanent Record</i>	A record made in writing or in an electronic system, and kept for reference and audit.
<i>Points</i>	A track component consisting of paired pieces of tapered rail (blades) that can be moved and set to allow tracks to diverge or converge.
<i>Protecting Signal</i>	<p>A fixed signal that is held and maintained at Stop to prevent rail traffic entry into a worksite.</p> <p>A signal that protects a train from conflicting movements and/or obstructions.</p>
<i>Protection</i>	The means used to prevent rail traffic from entering a worksite or other portion of track, or to prevent road or pedestrian traffic entering a level crossing.
<i>Protection Officer</i>	An Authority (e.g. a PROCEED aspect on a signal, Train Order) that allows rail traffic to enter and occupy a portion of line and proceed in the forward direction.
<i>Rail Traffic</i>	Trains and track vehicle or vehicles travelling on the Network.
<i>Rail Traffic Crew</i>	The Competent Worker responsible for managing the rail safety component of worksite protection (i.e. compliance with Network Safeworking Rules and procedures).

<i>Railway Track Signal (RTS)</i>	A device attached to a rail that explodes on impact, used to attract attention of rail traffic crews.
<i>Restrain</i>	To prevent movement of rail traffic with signals, signalling equipment, blocking facilities, or the issue of a written warning.
<i>Right Running-Direction</i>	The normal direction of travel on unidirectional lines.
<i>Route</i>	The rail traffic path from one limit of authority to the next in the direction of travel.
<i>Running-Direction</i>	See right running direction; wrong running direction.
<i>Running Signal</i>	A fixed signal placed near a running line to authorise and control running movements.
<i>Safe Place</i>	<p>A Safe Place is:</p> <ul style="list-style-type: none"> • where there is at least three metres clearance from the nearest Running Line; • on a Platform behind the safety lines; • within a purpose-built refuge or shelter; • where a structure or physical barrier has been erected to provide a position of safety; or • immediately in front of stationary and Secured Rail Traffic.
<i>Section</i>	The line between the departure end station limit of one location and the arrival end station limit of another location. A section consists of one or more blocks.
<i>Secure</i>	To safeguard against accidental or unauthorised access or movement.
<i>Single Line Working</i>	Rail traffic working in both directions over a single line where multiple line unidirectional operation normally applies.
<i>Station Limits</i>	A defined operational limit of controlled locations or a running line.
<i>Track</i>	The combination of rails, rail connectors, sleepers, ballast, points and crossings.
<i>Track Closed Warning Device</i>	A Brookfield Rail approved Stop sign designed to lock into the gauge as part of in-field protection.
<i>Trailing Points</i>	Points with the switch blades facing away from approaching rail traffic.
<i>Track Work Authority (TWA)</i>	An authority for non-exclusive occupancy of track by track workers and equipment within a defined portion of track for a specified period..
<i>Travel</i>	Planned or purposeful movement from one location to another.

<i>Unauthorised</i>	Not given approval, or exceeding the limit of authority.
<i>Uni-Directional</i>	Allowing for normal travel in one direction only according to the infrastructure and system of Safeworking in use.
<i>Work on Track Authority</i>	An authority to perform work on track. See Local Possession Authority (LPA); Track Occupancy Authority (TOA) and Track Work Authority (TWA),
<i>Wrong Running-Direction</i>	The direction opposite to the normal direction of travel on unidirectional lines.

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*; and
- to expect the signal at the start of the *Single Line Working Section* to be at STOP.

2.1 Joint Occupancy

When *Single Line Working* is *In-Effect*, a *Joint Occupancy* between a *Track Work Authority (TWA)* and an authorised *Rail Traffic* movement is permitted.

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*;
- *Work on Track Authorities* have been *Fulfilled* or have been *Protected* for *Wrong Running-Direction* movements
- prior *Proceed Authorities* for the affected *Section* have been *Fulfilled*;
- 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* are 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* is an *Alternative Proceed Authority (APA)* Issued by the *Network Controller* to the *Rail Traffic Crew* in accordance with Rule 5019 Alternative Proceed Authority.

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 *APA* Issued by the *Network Controller* to the *Rail Traffic Crew* in accordance with Rule 5019 Alternative Proceed 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 *APA* 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 *APA* 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 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 *APA*; 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 *APA* when the *Rail Traffic* has *Arrived Complete*.

8. Establishing a Non-Crossing Location

The *Brookfield Rail* Network Rail Operations Manager may approve the use of a *Non-Crossing Location* to facilitate the movement of following *Rail Traffic*.

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 *Brookfield Rail* Network Rail Operations Manager;
- 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*;
- 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 *APA* 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 *APA* for *Travel* through or to the *Non-Crossing Location*.

9.1 Issue of an APA to the Non-Crossing Location

On advice from the *Network Controller* that an *APA* 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 on the line:

- a *Stop Handsignal* and three *Railway Track Signals (RTS)*;
- a *Stop sign* and three *Railway Track Signals (RTS)*; or
- a *Track Closed Warning Device*.

The *Competent Worker* will remove the *Protection* after the *Rail Traffic Crew* is in possession of an *APA* 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 APA

An *APA* 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 *APA* has been *Cancelled*.

12. Fulfilling an APA

An *APA* 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 *APA* has been *Fulfilled*.

13. Returning to Normal Working

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

- any *APA 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*;
- *Station Limits* signs, where used, have been removed;
- any *Points* that were set and *Secured* are restored for normal operation;
- if a *TWA* is *In-Effect*, the *Protection Officer* holding a *TWA* is told; 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 Proceed Authority

6003 Blocking Facilities

6013 Passing Fixed Signals at STOP

9016 Written Authorities and Forms

16. Effective Date

1 April 2017

17. Attachments

Institution of Single Line Working on Double Line Automatic Signalling form.

Brookfield Rail		DRAFT	
Institution of Single Line Working On Double Line Automatic Signalling (In accordance with Rule 5027 Single Line Working)			
AUTHORITY	Authority No.	Serial No.	¹ Controller / Comp. Worker A
	Authority No.	B	Authority No.
	Authority No.	C	Authority No.
INSTITUTION	1. Institution of Single Line Working has been authorised by;		
	1.1	<input checked="" type="checkbox"/>	Network Rail Operations Manager or delegate at
	1.2	<input checked="" type="checkbox"/>	Special Train Notice No.
	Date <input type="text" value="dd/mm/yyyy"/>		
	Dated <input type="text" value="dd/mm/yyyy"/>		
INSTITUTION	2. Owing to the ¹ Up / Down main being unavailable between <input type="text" value="Location Identifier"/> and <input type="text" value="Location Identifier"/> station/location, the institution of Single Line Working in accordance with Rule 5027 Single Line Working and as per the instructions detailed on the above STN.		
	2.1	All rail traffic will now travel between <input type="text" value="Station Identifier"/> station and <input type="text" value="Station Identifier"/> station on the ¹ Up / Down main.	
	2.2	No Rail Traffic will be permitted to enter the <input type="text" value="Station Identifier"/> to <input type="text" value="Station Identifier"/> section unless in possession of an Alternative Proceed Authority (APA) issued by the train controller.	
	2.3	<input checked="" type="checkbox"/> Approved Non Crossing station/s exist at the <input type="text" value="KM"/> ¹ and <input type="text" value="KM"/> location/s.	
	2.4	Authorised by: <input type="text" value="Train Controller Name"/> at <input type="text" value="00:00"/> hours.	
ISSUE CONFIRMATION	3. Instituted by: <input type="text" value="NROM or Delegates Name"/> Train Controller at <input type="text" value="00:00"/> hours.		
	3.1	<input checked="" type="checkbox"/> Issued to the Competent Worker at;	
	A.	<input type="text" value="Location Identifier"/> station at <input type="text" value="00:00"/> hrs. Repeat back <input type="text" value="00:00"/> Date <input type="text" value="dd/mm/yyyy"/>	
	B.	<input type="text" value="Location Identifier"/> station at <input type="text" value="00:00"/> hrs. Repeat back <input type="text" value="00:00"/> Date <input type="text" value="dd/mm/yyyy"/>	
CANCELLATION	C.	<input type="text" value="Location Identifier"/> station at <input type="text" value="00:00"/> hrs. Repeat back <input type="text" value="00:00"/> Date <input type="text" value="dd/mm/yyyy"/>	
	4. The conditions which required the introduction of Single Line Working over the ¹ Up / Down main between <input type="text" value="Location Identifier"/> station and <input type="text" value="Location Identifier"/> station no longer exists and normal working of rail traffic will now apply.		
	4.1	The last rail traffic movement through the <input type="text" value="Location Identifier"/> to <input type="text" value="Location Identifier"/> section was <input type="text" value="Service/Train No."/> which arrived complete at <input type="text" value="Station name"/> station at <input type="text" value="00:00"/> hours.	
	4.2	<input checked="" type="checkbox"/> Confirmed repeat back of cancellation by the Competent Worker at;	
	A.	<input type="text" value="Location Identifier"/> station at <input type="text" value="00:00"/> hours Date <input type="text" value="dd/mm/yyyy"/>	
B.	<input type="text" value="Location Identifier"/> station at <input type="text" value="00:00"/> hours Date <input type="text" value="dd/mm/yyyy"/>		
C.	<input type="text" value="Location Identifier"/> station at <input type="text" value="00:00"/> hours Date <input type="text" value="dd/mm/yyyy"/>		

NOTE: ¹ Delete non applicable.

Alternative Proceed Authority (APA) form.

<div> <div>Brookfield Rail</div> <div>DRAFT</div> </div>	
<div> <div>Alternative Proceed Authority (A.P.A)</div> <div>Incorporating a Pilot Key Caution Authority for Pilot Key Working</div> <div>(In accordance with Rules 5019 Alternative Proceed Authorities / 5003 half Pilot Keys and Pilot Key Working)</div> </div>	
<div> <div>Authority No.</div> <div>Serial No.</div> <div>Enter here the Network Controllers or Competent Workers form No.</div> </div>	
DELEGATION	<div>1. To the Rail Traffic crew of;</div> <div>1.2 <input checked="" type="checkbox"/> Rail Traffic No. <div>Service or Train No.</div> ID No. <div>Loco/Railcar/TM No.</div> at,</div> <div>1.3 <input checked="" type="checkbox"/> SN No. <div>Special Notice No.</div> ID No. <div>TM No/s</div> at,</div> <div>1.4 <input checked="" type="checkbox"/> Signal No. <div>Signal No</div> at <div>Station or location identifier</div> ¹station / location.</div> <div>1.5 <input checked="" type="checkbox"/> <div>Location Identifier</div> ¹kilometre / location</div>
VALIDATION	<div>2. Condition of the ¹block / section;</div> <div>2.1 The last Rail Traffic movement to enter the section was <div>Service or Train No.</div> and ¹has / has not arrived complete at <div>Location Identifier</div> station ¹at <div>00:00</div> hours</div> <div>2.2 <input checked="" type="checkbox"/> ²The Half Pilot Key has been checked and is turned to the IN position? <div>Y/N</div></div> <div>2.3 <input checked="" type="checkbox"/> ²The full pilot key for the section has been sighted? <div>Y/N</div></div> <div>2.4 <input checked="" type="checkbox"/> Opposing signal/s at STOP. <div>Signal No/s</div> <div>Y/N</div></div> <div>2.5 <input checked="" type="checkbox"/> Blocking facilities? Block type <div>SPA</div> Block code <div>Serial No.</div> <div>Authority No. <div>Authority No</div> Blocking facilities have been applied? <div>Y/N</div></div> <div>2.6 <input checked="" type="checkbox"/> An Approved Non Crossing Station/s ¹is / are located at the <div>KM</div> and <div>KM</div> location.</div> </div>
AUTHORISATION	<div>3. You are authorised to;</div> <div>3.1 <input checked="" type="checkbox"/> ²Pass Departure signal No. <div>Signal No</div> at "STOP".</div> <div>3.2 <input checked="" type="checkbox"/> ³Pass signal No. <div>Signal No</div> at "STOP", and enter the <div>Station Name</div> to <div>Station Name</div> section on the ¹Up / Down main, then proceed to Station Limits at <div>Station name/location identifier</div> ¹station / Non-crossing station.</div> <div>All other signals at STOP must be passed in accordance with Rule 6013 Passing Fixed Signals at Stop.</div>
INSTRUCTION	<div>4. You must;</div> <div>4.1 <input checked="" type="checkbox"/> Check level crossings as they may be faulty at the following locations; <div><div>KM location</div> <div>KM location</div> <div>KM location</div></div> <div>4.2 <input checked="" type="checkbox"/> Inspect and manually set and secured points for the movement? <div>Y/N</div></div> <div>4.3 <input checked="" type="checkbox"/> Other instruction e.g. authorised speeds, speed restrictions etc <div>Authorised section speeds, speed restrictions</div></div> </div>
CONFIRMATION	<div>5. Issue;</div> <div>5.1 Issued by <div>Network Controller Name</div> at <div>Network Control Area</div> control</div> <div>5.2 Received by <div>Competent Workers Name</div></div> <div>5.3 Read back confirmed correct at <div>00:00</div> hours. Date <div>dd/mm/yyyy</div></div>

NOTE: ¹ Delete non applicable. ² Applies to single line automatic signalling. ³ Applies to single line working in double line territory.