

**PUBLIC TRANSPORT AUTHORITY**  
SAFEWORKING RULES AND PROCEDURES

**5023**  
**MANUAL**  
**BLOCK WORKING**

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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 Public Transport Authority (PTA) *Network* where the *Rail Traffic* may not be reliably detected in the *Centralised Traffic Control (CTC)*.

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## 2. GENERAL

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

*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 *Train 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 Proceed Authority* will be the *Authority* for entry to 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 Block Working* is not permitted during *Manual Block Working*.

An exception to this is where a *Road Rail Vehicle (RRV)* is authorised to follow *Rail Traffic* in accordance with **Rule 3019 Track Vehicles**.

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

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### 3. ASSURANCES

*Train Controllers* must be assured that:

- the *Block* is *Clear of Rail Traffic* before *Authorising Manual Block Working*;
  - only *Rail Traffic* that is *Authorised to Travel* under *Manual Block Working* will enter the *Block*; and
  - the *Block* is *Clear of Rail Traffic* before resuming normal operations.
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### 4. AUTHORISING AND REPORTING

The *Train Controller* must *Authorise* and implement *Manual Block Working*.

The *Train Controller* must advise other affected *Train 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 *Train Controller*:

- entry to the *Block*; and
  - exit from the *Block*.
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### 5. MAINTAINING SEPARATION

Once *Rail Traffic* enters the *Block*, the *Train Controller* must set the entry-end *Signal* at *Stop*, with *Blocking Facilities* applied in accordance **Rule 6003 Blocking Facilities**.

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### 6. RESTRAINT OF RAIL TRAFFIC

*Rail Traffic* must be prevented from entering a *Block* in which *Manual Block Working* is *In Effect*, by applying *Blocking Facilities* to *Signals* controlling the entry to the *Manual Block Working* limits.

When it is necessary for *Rail Traffic* to be *Restrained*, the *Train Controller* may provide written advice to *Rail Traffic Crew*.

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

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

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## **8. ENDING MANUAL BLOCK WORKING**

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

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## **9. KEEPING RECORDS**

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

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## **10. REFERENCE**

Rule 6003 Blocking Facilities

Rule 6013 Passing Fixed Signals at Stop

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## **11. EFFECTIVE DATE**

| 19 February 2016

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