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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).

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.
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.

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.

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.

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 Restained, the Train Controller may provide written advice to Rail Traffic Crew.
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