ANPR 722

Manual Block Working

Applicability

NSW

SMS

Publication Requirement

External Only

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Introduction

Manual block working manually prevents *rail traffic* entries into occupied *blocks* used for manual block working.

The blocks used for manual block working *may* differ from those normally provided by the signalling system.

Basic block working

Signaller for the entry to the block

1. Talk with the *Driver* or *track vehicle operator*, or the *Signaller* for the exit-end limit, and confirm:
    - that you will work the next rail traffic to the exit-end limit under manual block working, and
    - that they will tell you when rail traffic has cleared the exit-end limit.
2. After rail traffic passes the signal at the entry-end limit:
    - set the protecting signal at STOP, and
    - apply *blocking facilities* to its controls.
3. When it is reported that the rail traffic has passed complete beyond the exit-end limit, remove the blocking facilities.

Signaller for the exit from the block

4. Tell the Signaller at the entry-end limit of the block when the rail traffic has passed complete beyond the exit-end limit.

CAN block working

CAN *block working* is established between designated entry-end and exit-end limits. A limit may be:

- a working *controlled signal*, or
- an affected *automatic signal* with *Handsignaller* in position.

Block posts and *clearance locations* may also be established.

Train Controller

1. Tell Signallers that you intend to *authorise* CAN block working, and agree about the limits.
2. If a signal at a limit is an automatic signal, arrange for a Handsignaller to be stationed at the signal.
3. If necessary:
    - authorise Signallers to establish block posts, and
    - arrange for a *Signals Maintenance Representative* to suppress *train stops*.
4. Get assurances from the Signallers that:
    - if the entry-end limit is a controlled signal, the signal is at STOP, with blocking facilities applied, and
    - Handsignallers have been established as necessary, and
    - *effective communication* has been established, and
    - the line between the CAN block working limits is not occupied.
5. Authorise the introduction of CAN block working by telling:
    - affected Signallers, and
    - other affected *Train Controllers*.
6. Record, in *permanent form*, the start of CAN block working.

Signallers

7. If the entry-end limit is a controlled signal, set the signal at STOP with blocking facilities applied.
8. Arrange to place Handsignallers and, as required, *clearance Handsignallers*.
9. As required, report details of rail traffic movements to the Train Controller.
10. Record, in permanent form, the CAN block working details.

Managing rail traffic during CAN block working

Signaller for the entry-end limit

1. Arrange for a Condition Affecting the Network (CAN) form (ANRF 004) to be compiled and given to Drivers and track vehicle operators before rail traffic enters the CAN block working limits.
2. If necessary, for the first movement include the requirements that:
    - the rail traffic travels at *restricted speed*
    - the crew makes sure that *points* are set correctly for the movement
    - the crew clips and locks *facing points*
    - the Driver or track vehicle operator tells you about the condition of *infrastructure*.

Signaller/Handsignaller controlling entry to the limits

3. Maintain the signal at STOP with blocking facilities applied, or three *detonators* and a STOP *handsignal*, until approaching rail traffic is brought to a stand.
4. When it is reported that rail traffic has passed complete beyond the next *block location*, authorise the next Driver or track vehicle operator to proceed.
5. Give the Signaller/Handsignaller at the next block location:
    - the *train number* or *track vehicle number*, and
    - the time of departure from your *location*.
6. Record, in permanent form, details about rail traffic travelling under CAN block working

Handsignallers at block posts and clearance Handsignallers (if present)

7. Work the position in accordance with *Network Procedures*:
    - ANPR 723 Using block posts
    - ANPR 724 Using clearance locations.

Signaller/Handsignaller controlling exit from the limits

8. When the rail traffic has passed complete beyond your location, tell the Signaller/Handsignaller at the previous block location:
    - the train number, or track vehicle number, and
    - departure time.
9. Record, in permanent form, details about rail traffic travelling under manual block working.

Ending manual block working

Train Controller

1. Ask the Signaller responsible for the exit-end limit to tell you when the last rail traffic travelling under manual block working has passed complete beyond the exit-end limit.
2. Authorise the removal of block posts.
3. Get assurances that:
    - block posts have been removed, and
    - the line between the limits of manual block working is unoccupied.
4. Authorise the end of manual block working by telling:
    - other affected Train Controllers, and
    - affected Signallers.
5. Record, in permanent form:
    - details of rail traffic which travelled under manual block working, and
    - the end of manual block working.

Signaller

6. Arrange for the removal of Handsignallers.
7. Remove blocking facilities.
8. Record, in permanent form, the end of manual block working.

Returning to normal working

Train Controller

Make sure that the signalling system is *certified* as working correctly.

Related ARTC Network Procedures

ANPR 721	Spoken and written communication
ANPR 723	Using block posts
ANPR 724	Using clearance locations

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