

# Manual block working

## 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
  - before rail traffic enters the limits, points for the intended route will be set and secured
  - 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
  - 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.

## Manual block working

### CAN block working

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

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

Block posts and clearance locations may also be established.

#### *Network 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
  - 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 absolute signal, the signal is at STOP, with blocking facilities applied
  - Handsignallers have been established as necessary
  - effective communication has been established
  - the line between the CAN block working limits is not occupied.
5. Authorise the introduction of CAN block working by telling:
  - affected Signallers
  - other affected Network Controllers.
6. Record, in permanent form, the start of CAN block working.

## Manual block working

### *Signallers*

7. If the entry-end limit is a controlled absolute 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 Network 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 *NRF 004 Condition Affecting the Network (CAN)* form 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 train crew or track vehicle crew makes sure that points are set correctly for the movement
  - the train crew or track vehicle 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 railway track signals and a STOP handsignal, until approaching rail traffic is brought to a stand.

## Manual block working

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
  - 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:
  - *NPR 723 Using block posts*
  - *NPR 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
  - departure time.
9. Record, in permanent form, details about rail traffic travelling under manual block working.

## Manual block working

### Ending manual block working

#### *Network 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
  - the line between the limits of manual block working is unoccupied.
4. Authorise the end of manual block working by telling:
  - other affected Network Controllers
  - affected Signallers.
5. Record, in permanent form:
  - the details of rail traffic that travelled under manual block working
  - the end of manual block working.

#### *Signallers*

6. Arrange for the removal of Handsignallers.
7. Remove blocking facilities.
8. Record, in permanent form:
  - the details of rail traffic that travelled under manual block working
  - the end of manual block working.

## Manual block working

### Returning to normal working

#### *Network Controller*

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

### Network Procedures

*NPR 721 Spoken and written communication*

*NPR 723 Using block posts*

*NPR 724 Using clearance locations*

### Effective date

30 September 2018