

Implementing 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.

Starting manual block working

Traffic Controller for entry into the block

1. Talk with the Rail Traffic Operator, and where applicable, the Traffic Controller 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
 - before rail traffic enters the limits:
 - points for the intended route will be set to the required position, with blocking facilities applied, and
 - blocking facilities are applied to all points of entry to the affected block to prevent unauthorised entry.
 - that they will tell you when rail traffic has cleared the exit-end limit.
2. After rail traffic passes the entry-end limit:
 - set the protecting signal at **STOP**, and
 - apply blocking facilities to the protecting signal.
3. When it is reported that the rail traffic has passed complete beyond the exit-end limit, remove the blocking facilities.

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Traffic Controller for the exit from the block

4. If another Traffic Controller controls the entry-end limit of the block, tell him/ her when the rail traffic has passed complete beyond the exit-end limit.

Ending manual block working

Traffic Controller for entry into the block

1. If applicable, ask the Traffic Controller 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. Ensure that the line between the limits of manual block working is unoccupied.
3. Authorise the end of manual block working by telling other affected controllers, including the Chief Controller.
4. Remove blocking facilities.
5. Record, in permanent form:
 - the details of rail traffic that travelled under manual block working, and
 - the end of manual block working.

Returning to normal train operations

Traffic Controllers

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

Procedures

MPR 721 Spoken and written communication

Effective date

28 April 2025