

32.

**BLOCK WORKING
INSTRUCTIONS**

Procedures 1 to 6

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Temporary Arrangements at Brooklyn

Until control of the Sunshine – Brooklyn Loop Line is also transferred to West Tower on 17.12.2000, Brooklyn will remain in Local control.

Should a Signal Failure occur at Brooklyn during this period, the Signaller Brooklyn will be responsible for receiving the Caution Order from the Signaller West Tower. The Signaller Brooklyn must then deliver the Caution Order to the Driver of the Train Concerned. (refer Procedure in Clause iii on Page 6 of this Circular.)

AMENDMENT 1994 BOOK OF RULES AND OPERATING PROCEDURES

The details contained in Operating Procedures No.s1,2,3 & 4 of Section 32 of the Book of Rules and Operating Procedures are to be deleted and the following inserted.

Amendments made are shown in italics.

1. TRACK BLOCK SYSTEM OF TRAIN SIGNALLING ON *SINGLE AND DOUBLE* LINES OF RAILWAY.

(a) System Objective

The object of the System is to prevent more than one train being in the section between two adjoining Signalboxes on the same line at the same time.

This is accomplished by the Signaller not being able to place the signal controlling the entrance to the Track Block section ahead to the 'Proceed' position until that signal has been electrically released when the train passes out of the section.

On Single Lines of railway, the opposing Starting Signals or other Signals governing the entrance to the Track Block Section are electrically interlocked so that it is not possible for both Signals to simultaneously display a 'Proceed' indication.

(b) Signal Controlling the Entrance

The Starting Signal or other Signal controlling the entrance to the Track Block section is governed by a track circuit.

This Signal is electrically secured at the 'Stop' position:

- 1. If the opposing Starting or other Signal at the opposite end of the section is at the 'Proceed' position, or*

2. If a train or part of a train is in the section, or
3. Until the train has arrived complete within the Home Signal at the Signalbox in advance.

An indicator displays to the Signaller whether the controlled lever has been released.

© Signal Unable to be Placed at 'Proceed'

The Signal may be prevented from being placed to 'Proceed' by:

1. Any conducting substance placed between the two rails of the line,
A broken or displaced rail, or
3. Any wire bond becoming detached or broken.

If any person notices any reason why the electrically controlled signals may be hindered from operating correctly, the nearest Signaller must be advised and arrangements made to rectify the fault.

2. PROCEDURES IF THE SIGNAL CONTROLLING THE ENTRANCE TO THE BLOCK SECTION FAILS

If the Signal fails, the Signaller must immediately advise the Signaller in advance of the circumstances, unless the section is seen to be clear.

The Driver must not pass the Starting or other Signal at the 'Stop' position until directed to do so by the Signaller.

If the Signal has failed, each train must be brought to a stand and the Driver advised of the circumstances. The Driver must be instructed to proceed cautiously, being prepared to stop short of any obstruction on the line.

Where the Starting Signal or other Signal may be controlled from a remote location, this advice must be given to the Driver via the Radio.

A following train must not be permitted to depart until the preceding train has been reported as having arrived complete and within the Home Signal at the Signalbox in advance.

3. SIGNALLER TO EXAMINE FIXED SIGNALS

As soon as possible after commencing duty, the Signaller must check the Fixed Signals which work in conjunction with the Track Block Section. The Signaller must:

1. Observe the Signal to confirm that it obeys the lever,
2. Ensure the Signal reverts fully to the 'Stop' position when the train enters the section, and
3. Test the Signal lever immediately the Signal has been operated by the train, and before the train has cleared the section.

If the Signal is not properly returned to the 'Stop' position and secured, the Signal must be assumed defective and applicable steps must be taken.

LINES ON WHICH THE TRACK BLOCK SYSTEM IS IN FORCE

The Track Block System of Signalling is in force on the following lines:

- The Up and Down Main Lines between North Geelong 'A' Box and Geelong 'A' Box. (North Geelong 'B' Box has the facility to Switch 'In' and 'Out' of the aforementioned section.
- The West Line between Newport and Brooklyn.

The Loop Line between Brooklyn and Sunshine (* As from 17.12.2000).

The procedures below are to be inserted as a new Operating Procedure No.15A on Page 34-24 (Section 34) of the Book of Rules and Operating Procedures.

15A. WEST TOWER – BROOKLYN – NEWPORT

(i) Control of Signalling: Brooklyn - Newport

The Signalling between Brooklyn and Newport is controlled by the Signaller West Tower. The Signaller West Tower will be responsible for the issue of the appropriate authority during a Signal failure between Newport and Brooklyn.

A dedicated Safeworking Radio Channel (Channel No.62) is provided for use during this period. All communications on this channel are recorded.

Should a Signal failure occur to a Signal governing movements to or along the West Line at Newport or Brooklyn, the Driver must revert to Radio Channel No.62 and confer with the Signaller West Tower. The Driver must state their name, corporate number, Train Descriptor number and number of the Signal the train is detained at. If positive detection is available on the points ahead of

1. TRACK BLOCK SYSTEM OF TRAIN SIGNALLING ON DOUBLE LINES OF RAILWAY

(a) System Objective

The object of the system is to prevent more than one train being in the section between two block signalboxes on the same line at the same time.

This is accomplished by the Signaller not being able to place the signal controlling the entrance to the track block section ahead to 'Proceed' until that signal has been electrically released when the train passes out of the section.

(b) Signal Controlling the Entrance

The starting signal or other signal controlling the entrance to the block section is governed by a track circuit.

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This signal is electrically secured at the 'Stop' position:

- (1) if a train or part of a train is in the section, or
- (2) until the train has arrived complete within the home signal at the signal box in advance.

SEE PREVIOUS PAGES

An indicator displays to the Signaller whether the controlled lever has been released.

(c) Signal Unable to be Placed at 'Proceed'

The signal may be prevented from being placed to 'Proceed' by:

- (1) any conducting medium placed between the two rails of the line,
- (2) a broken or displaced rail, or
- (3) any wire bond becoming detached or broken.

If an employee notices any reason why the electrically controlled signals may be hindered from working properly, the nearest Signaller must be informed and arrangements made to rectify the fault.

2. PROCEDURES IF THE SIGNAL CONTROLLING THE ENTRANCE TO THE BLOCK SECTION FAILS

If the signal fails, the Signaller must immediately advise the Signaller in advance of the circumstances, unless the section is seen to be clear.

The Driver must not pass the starting signal until directed to do so by the Signaller.

(a) Train to be Brought to a Stand

If the signal fails, each train must be brought to a stand and the Driver advised of the circumstances. The Driver must be instructed to proceed cautiously, being able to stop short of any obstruction on the line.

(b) Following Train

A following train must not be permitted to depart until the preceding train has been reported as having arrived complete and within the home signal at the block signalbox in advance.

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3. SIGNALLER TO EXAMINE FIXED SIGNALS

As soon as possible after commencing duty, the Signaller must check the fixed signals which work in conjunction with the track block section. The Signaller must:

SEE PREVIOUS PAGES

- (1) observe the signal to confirm that it obeys the lever,
- (2) ensure the signal goes fully to the 'Stop' position, when a train enters the section, and
- (3) test the signal lever immediately the signal has been operated by the train, and before the train has cleared the section.

If the signal has not properly returned to the 'Stop' position and secured, the signal must be assumed defective and applicable steps must be taken.

4. LINES ON WHICH THE TRACK BLOCK SYSTEM IS OPERATIONAL

The track block system of train signalling is in force on the following lines:

Up and down lines between North Geelong 'A' box and Geelong 'A' box.

NOTE:

North Geelong 'B' box may switch in/out of the above block section.

5. DOUBLE LINE BLOCK RULES: BLOCK TERMINAL STATIONS

The stations listed below are to be treated as terminal stations.

Unless marked *, the terminal conditions will not apply during inclement weather.

Bendigo	Gisborne (d)	* St. Albans
Sunbury (d)	Broadford	Kilmore East (u)
Sydenham (d)	Broadmeadows	Kyneton
Clarkefield (d)	Moreland (d)	Wallan (u)
Digger's Rest (d)	Newport	Warrenheip
* Somerton (u)	Woodend	Donnybrook (d)

- Ref: (d) - down line only
 (u) - up line only

In addition to the previous list, all double line block posts are to be treated as terminals for light engines during clear weather.

Before sending the 'Is Line Clear?' signal, the Signaller in the rear must inform the Signaller in advance.

(a) Running Lines Between Platforms

At the following stations, all lines between platforms must be regarded as running lines:

- (1) Ballarat,
- (2) Clifton Hill
- (3) Flinders Street, and
- (4) Mordialloc.

The Signaller must immediately be notified if one or more vehicles are to be left on any of these tracks at the above locations. The competent employee must place a red light at the rear and at the front of these vehicles.

The Signaller must:

- (1) place sleeves on the levers of the applicable signals applying to the occupied track, and
- (2) not remove the sleeves until being advised that the track is clear.

(b) Portion of Train to be Removed

If a portion of the train has to be removed, the competent employee in charge of the shunting operation must:

- (1) have a clear understanding with the Signaller, and
- (2) ensure a red light is exhibited on the leading vehicle of the rear portion before the front portion is moved.

(c) Shunting Operations At Clifton Hill

After dusk or during inclement weather, if a train is to be shunted to the centre track to allow the passing of a train at Clifton Hill, the competent employee must:

- (1) not take off or obscure the side and tail lights, and
- (2) place a red light on the front vehicle of the portion of train remaining if the locomotive has to be removed.

(d) No. 2 Track At Crossing Stations

At all crossing stations, No. 2 track as well as No. 1 track must be regarded as a running line. No. 2 track must always be kept clear for trains to cross unless specifically authorised by the Superintendent Safeworking.

No. 2 track may be used for shunting purposes when required, but unless attached to a locomotive, vehicles are not permitted to remain in that track after shunting has been completed.

This instruction also applies to deadend extensions of No. 2 track.

(e) Vehicles Crossing and Permitted to Stand in No. 2 Track

When a cross has to be undertaken and permission has been granted for vehicles to stand in No. 2 track, the first train to arrive must be admitted into No. 1 track.

After the platform work is completed and the train set back and turned into No. 2 track, the Driver must be verbally advised as to the state of the track.

Rule 2 (d) 'Control and Working of Stations' must be complied with, where there is a deadend on No. 2 track, a red light being exhibited as prescribed.

(f) Scotch Blocks

Scotch blocks which can be locked on or clear of the rails must be provided at each end of No. 2 track at stations where authority has been given for vehicles to stand. The Stationmaster or person in charge is responsible for the scotch blocks being properly secured.

If the vehicles are standing on this track after dusk or during inclement weather, a red light must be placed on the end vehicle and on the side of the vehicle farthest from the clear running line to warn any approaching train.

(g) Stations at which the Points and Signals are Interlocked

When No. 2 track is occupied at any station where the levers working the points and signals are interlocked, the Signaller must place a sleeve on the lever of the signal controlling the entrance into that track.

(h) Defective or Damaged Staffs

It must be noted that any damage or defect observed in connection with staffs must be immediately reported.

(i) Employees to Monitor Condition of Staffs

Special care must be taken to see that the rings of train staffs are firm on the tubes, and that the staffs are intact with the names clear and legible.

Employees must carefully examine the condition of all staffs as it passes through their hands.

Miniature staffs should also be examined when being placed or replaced in the carriers.

(j) Staff Unsuitable for Use

After examination, if a staff is found to be unsuitable for:

- (1) use at a staff locked siding, or
- (2) for the operation of a staff exchange box, the staff must be retained in the instrument.

The defect must be reported.

(k) Care of Staffs

Special note must be made of the following:

- (1) A staff must never be thrown on the ground.
- (2) A staff must always be placed on the attachment provided in the locomotive cabs.
- (3) Any defects to staffs must be immediately recorded in the Train Register Book.

(l) Lettering Unclear on Electric Staffs and Train Staffs

If the lettering on the electric staff becomes illegible or the name plate becomes detached, the staff must be considered damaged and must not be used.

If the lettering on the train staff becomes illegible, the name of the section must be written on a label and signed by the Stationmaster or person in charge, and attached to the staff.

The Driver must be advised the reason for using the label; the Driver must not accept a train staff if the lettering is illegible unless a label is attached.

The Superintendent Safeworking must be immediately notified of the circumstances so the staff may be replaced.

6. SIGNALLERS COMMENCING DUTY

Unless otherwise instructed, the Signaller must:

- (1) advise the Signaller in the rear when commencing duty,
- (2) be on duty at least 10 minutes before a train is due to leave the station in the rear, and
- (3) be on duty at least 30 minutes before a train is due to arrive, if the running time for the section is more than 20 minutes.

NOTE:

The above instruction is applicable to all safeworking locations except those locations where the Train Order and Section Authority systems are in force.

The times for commencing duty at these locations are stipulated within the applicable Systems rules.

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