

ANPR 745

Using Non-Interlocked Points

Applicability

NSW
SMS

Publication Requirement

External Only

Document Status

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3.0	11 October 2015

Introduction

Non-interlocked *points* are common in *yards* and *sidings*. They are used:

- to divert *rail traffic* from one line to another, or
- as a *derail device*.

There is no *facing point* locking. Because the points have no locking mechanism, they can be moved as needed.



Non-interlocked points ***must*** be inspected before a facing movement to make sure that the switch blade is tight against the stock rail. If the blade is not tight against the stock rail, the points must be ***secured***.



Points must not be operated while rail traffic is moving over or standing on the points.

Points levers

The following levers are used to set non-interlocked points for facing movements. Non-interlocked points do not need manual operation for trailing movements.

Lever	Function
Spring switch (Thornley & Thompson)	Can be moved to either position. If rail traffic moves the points by trailing through them, the points remain in the position used by that traffic
Throw-over	Can be moved to either position. If rail traffic moves the points by trailing through them, the points return to the prior position
Ball	Is weighted for the NORMAL position, but must be held in the REVERSE position. If rail traffic moves the points by passing through them in the trailing direction, the points return to the NORMAL position



If rail traffic trails through spring switch points, move the point lever to reset the spring tension for facing movements.

Operating points with spring switch or throw-over levers

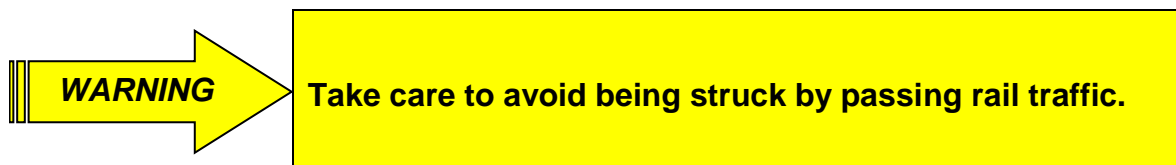
Qualified Worker

1. Use the point lever to set the *route*.
2. Check that the points have operated correctly.
3. If necessary, clip and lock the points.
4. Stand clear of the points and the lever.
5. Signal the *Driver* or *track vehicle operator* to proceed.

Operating points with ball levers

Qualified Worker

1. Face the rail traffic.
2. Push the point lever down. Hold it firmly in the REVERSE position.
3. Check that the points have operated correctly.
4. Signal the Driver or track vehicle operator to proceed.
5. Continue to hold the lever down.



6. When the last vehicle has cleared the points, move the point lever back to the NORMAL position.

Related ARTC Network Procedures

ANPR 707	Clipping points
ANPR 719	Operating groundframes
ANPR 721	Spoken and written communication

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