



OTPR 745

Using Non-Interlocked Points

Applicability

NSW

SMS

Publication Requirement

Internal Only

Document Status


Issue/Revision #	Effective from
1.0	1 January 2019

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.



WARNING

Non-interlocked points *must* be inspected before a 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*.




WARNING

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 movements. Non-interlocked points must be manually operated for facing and trailing movements.

Lever	Function
Spring switch (Thornley, Thompson, National Trackwork & Racor)	Can be moved to either position.
Throw-over	Can be moved to either position.
Ball	Is weighted for the NORMAL position, but must be held in the REVERSE position.



WARNING

Spring switch and Throw-over points must not be trailed through.



Operating points with spring switch (Thornley & Thompson) or throw-over levers

Competent 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 spring switch (National Trackwork and Racor)

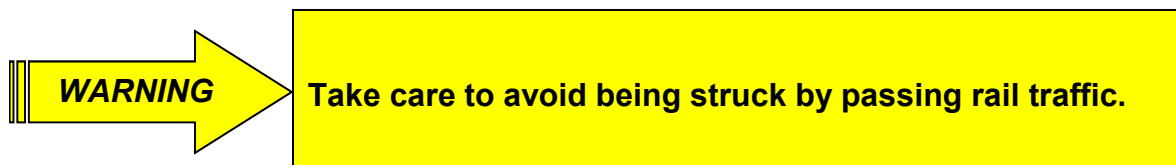
Competent Worker

1. Step on the lever release/foot latch to release the locking of the lever.
2. Use the point lever to set the route.
3. Ensure that the point lever is locked in the required position.
4. Check that the points have operated correctly.
5. If necessary, clip and lock the points.
6. Stand clear of the points and the lever.
7. Signal the *Driver* or *track vehicle operator* to proceed.

Operating points with ball levers

Competent 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 OTHR Network Procedures

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

Effective Date

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