SafeTracks
Partnering industry for **Better Safety** for all
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NPR 745 Using Non interlocked points

This information has been prepared to explain recent changes to *NPR 745 Using Non interlocked points.*

After operation, or before a facing movement, non-interlocked points, must be inspected to make sure that the switch blade is tight against the stock rail. If the switch blade is not tight against the stock rail, the points must be clipped and locked.

Spring switch points may be trailed through by movements provided the movement will not immediately return through any spring switch points in the route.

For shunting or other movements that may need to return through spring switch points:

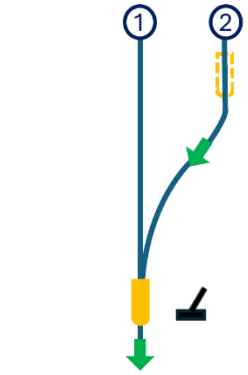
- all spring switch points on the route must be operated to the correct position for each movement, and
- must not be trailed through

Operation of Spring Switch Points.

The following examples have been provided to explain when it is necessary to operate spring switch points before travelling over them.

Scenario 1 Train will trail through points but will not return.

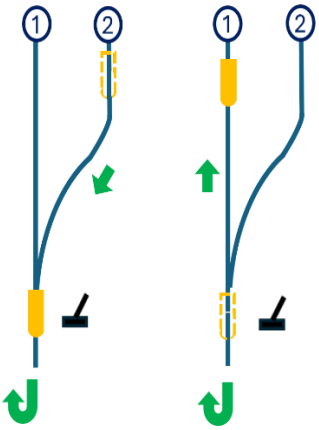
Train is departing a siding and will not change direction and return over the points.



In this scenario the train is departing siding 2 and will not return back through the points that would become facing. In this situation the points can be trailed through and do not need to be set prior to commencing the movement.

Scenario 2 Train will trail through points and then return through these points that will become facing.

Train is departing siding 2, clearing the points then returning over points that are now facing to enter siding 1.

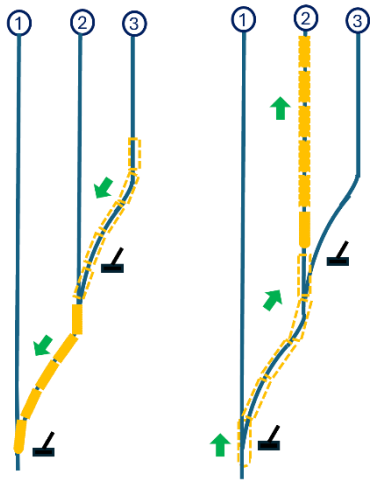


In this scenario because the train will travel over points that have become facing, the points to siding 1 will need to be lever operated and checked before the facing movement over the points to enter siding 1.

Scenario 3 Train will be standing over points that become facing when the train changes direction.

Train is departing siding 3, clearing the points to siding 2 then returning over facing points into siding 2.

During this movement the trains will also stand over the points to siding 1.



In this scenario the train will travel over two sets of trailing points before changing direction.

As the train will standover the points to siding 1 the points to siding 1 must be set prior to departing siding 3.

Once the train is clear of siding 3, the points to enter siding 2 will need to be lever operated and checked before travelling back over them to enter siding 2.