

SAFE Notice *2026* 006

Permanent

NETWORK PROCEDURES AMENDMENT - NPR 745: USING NON-INTERLOCKED POINTS

From **Thursday, 08 October 2026**, this Permanent SAFE Notice introduces NPR 745 Using non-interlocked points v3.1 and, cancels and replaces, NPR 745 Using non-interlocked points v3.0.

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

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.



Warning

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

Spring Switch points

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.

Throw-over points

Throw-over points must be set to the correct position for facing movements. They do not need to be manually operated for trailing movements. If rail traffic trails through the points, the points will return to the previous position.

Ball points

Ball points must only be manually operated when a facing movement requires the points to be in the **REVERSE** position. They do not need to be manually operated for trailing movements. If rail traffic passes through the points in a trailing direction, the points will automatically return to the **NORMAL** position.

Point levers

The following levers are used to set non-interlocked points for facing movements.

Lever	Function
Spring switch	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.

Operating points with spring switch levers 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.



Warning

Take care to avoid being struck by passing rail traffic.

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

Related Documents

<i>NPR 707</i>	<i>Clipping points</i>
<i>NPR 719</i>	<i>Operating groundframes</i>
<i>NPR 721</i>	<i>Spoken and written communication</i>

SYDNEY, 6 OCTOBER 2026

DIRECTOR SAFETY AND STANDARDS SYDNEY TRAINS

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