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## Responding to faulty points

### This information has been prepared to inform Qualified Workers about the requirements for responding to faulty points.

Points that fail to set for an intended route or have a flashing point transit indicator may need to be manually operated and clipped and locked before a rail traffic movement can be authorised over the points.

Before going to the faulty points, confirm with the Signaller the equipment identification number of the points and if known:

- where the points emergency cabinet is located
- how many point machines are fitted
- the type of points.

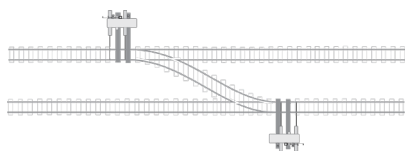


#### WARNING

Before you start work in the Danger Zone, make sure that:

- a safety assessment has been completed
- appropriate safety measures are in place.

Inspect all point ends to identify if damage or an obstruction is preventing the points from operating correctly.



If points are damaged, give details of the damage to the Signaller and get further instructions.

If points are obstructed, use a suitable tool to remove the obstruction.



#### WARNING

Do not put your hands or feet where they may be caught by moving points or mechanisms.

Removing the obstruction might require points to be moved - ask the Signaller to move the points.

When the obstruction is cleared, ask the Signaller to test the points and confirm that they are working correctly.

If points need to be manually operated, obtain the correct Emergency Switch Machine Lock (ESML) key, Emergency Operation Lock (EOL) key or other key as required.

Before manually operating the points, check the position of the points and tell the Signaller.

If points need to be set for a different route, confirm with the Signaller the required position for the points.



#### NOTE

For points other than electro pneumatic, operate points machines in order from the trailing to facing end.

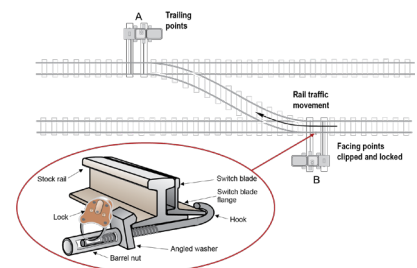


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Safeworking information

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Facing points must be clipped and locked if:

- you cannot be sure that the points will remain in the correct position, or
- there is an instruction at the points to clip and lock them, or
- the points are included in instructions in the controlling signal box.



**FIGURE 1:** Example of facing points clipped and locked for rail traffic movement



#### NOTE

Points that have been manually operated or have flashing points in transit indicator, must be clipped and locked for facing rail traffic movements.

Unless instructed to do so, it is not necessary to clip and lock trailing points.

For more information please refer to the following Procedures:

- *NPR 707 Clipping points*
- *NPR 740 Responding to faulty points*
- *NPR 742 Manually operating cranked electric points*
- *NPR 743 Manually operating hand throw electric points*
- *NPR 744 Manually operating electro pneumatic points*