Network
Safeworking Rules and Procedures

Operation of Self Restoring Points

Procedure Number: 9022
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Glossary for this Procedure

**Clear**
A proceed indication displayed by a signal.
In reference to a track circuit, block, section or signal route, the absence of rail traffic.
In reference to track workers being clear of track.

**Crossing Locations/Stations**
May consist of single or double ended portion of track, to hold rail traffic, connected to a main line that is used to permit other rail traffic to cross or pass.

**Facing Points**
Points with the switch blades facing approaching rail traffic where the track diverges.

**Issue**
To provide or send copies of authorities, warnings, notices and Network publications to affected Competent Workers by voice, hand delivery or electronic means.

**Location**
A place in the Network with a designated name, identification number, or signalling reference.

**Locomotive**
Self-propelled, non-passenger-carrying railway vehicles used for hauling other (typically freight or passenger) rolling stock.

**Main Line**
The running line (not including Loops) normally used for running rail traffic through and between locations

**Occupancy**
Presence of rail traffic or track workers on track.

**Points**
A track component consisting of paired pieces of tapered rail (blades) that can be moved and set to allow tracks to diverge or converge.

**Points Indicator**
An indicator showing the position of points.

**Rail Traffic**
Trains and track vehicle or vehicles travelling on the network.

**Rail Traffic Crews**
Competent Workers responsible for the operation of the Motive Power Unit.

**Road Rail Vehicle**
A road vehicle fitted with additional rail gear that enables the vehicle to be driven on rail.
<table>
<thead>
<tr>
<th><strong>Self Restoring Points (SRP)</strong></th>
<th>Points which can be operated remotely or by push button that automatically restores to their normal position following the movement of rail traffic. (refer to Points)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Shunt</strong></td>
<td>To move rail traffic, rakes of vehicles, or vehicles on lines for purposes other than through movement.</td>
</tr>
<tr>
<td><strong>Sidings</strong></td>
<td>A portion of track where vehicles can be placed clear of the running lines. Also see intermediate siding.</td>
</tr>
<tr>
<td><strong>Track-Circuit</strong></td>
<td>An electric circuit where current is carried through the rails and used to detect the presence of trains. Track-circuits are used in the operation and control of points, signalling and level crossing equipment.</td>
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<tr>
<td><strong>Trailing Points</strong></td>
<td>Points with the switch blades facing away from approaching rail traffic where the track converges.</td>
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<tr>
<td><strong>Station</strong></td>
<td>A system of tracks within station limits at the beginning or end of a section at which rail traffic may cross, pass or run around.</td>
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<tr>
<td><strong>Track</strong></td>
<td>The combination of rails, rail connectors, sleepers, ballast, points and crossings.</td>
</tr>
<tr>
<td><strong>Track Circuits</strong></td>
<td>An electric circuit where current is carried through the rails and used to detect the presence of trains. Track-circuits are used in the operation and control of points, signalling and level crossing equipment.</td>
</tr>
<tr>
<td><strong>Trailing (Points) Direction</strong></td>
<td>Points with the switch blades facing away from approaching rail traffic.</td>
</tr>
<tr>
<td><strong>Train Order Territory</strong></td>
<td>The portions of line where the Train Order system of Safeworking is used.</td>
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1. Purpose

The purpose of this Procedure is to describe Self Restoring Points (SRP) and outline the means by which they are used to control the access of Rail Traffic to and from Crossing Locations, Sidings or junctions.

2. General

SRP:

- are electrically operated Points;
- are installed at various Stations and Sidings in Train Order Territory; and
- when reversed, under certain conditions and subject to a time delay, will automatically restore to their normal position after the passage of Rail Traffic.

NOTE: Automatic restoration of SRP is determined from sequential Track-Circuit Occupation and therefore does not occur for Rail Traffic with insulated axles.

SRP systems provide:

- an indication that Points are locked for through movements of Rail Traffic in either the normal or reverse positions;
- electrical operation by:
  - remote operation from the Rail Traffic cabin; or
  - by local push button.
2.1 Associated Equipment

Equipment associated with SRP include:

- electric Points motor;
- illuminated triangular shaped Points Indicators;
- flashing Points free indicator (coloured light type);
- push button and crank handle case;
- Track-Circuits;
- white wayside indicator posts “A” to “F”;
- remote UHF radio receiver.

2.2 Types of SRP

The two types of SRP are:

- White light; and
- Coloured light (white, yellow, red).

SRP Points Indicators consist of upper and lower triangular shaped indicators. The upper indicator applies to approaching Rail Traffic in the Facing direction and the lower indicator applies to Rail Traffic approaching in the Trailing direction.
3. White Light Type

3.1 Through Movements

**WARNING:** Normally SRP are left set in the normal position; however Rail Traffic Crews should be prepared to stop short of the Points in the event they have been left in the reverse position or have lost detection.

If not already illuminated, approaching Rail Traffic may see the upper Points Indicator illuminate. The Points Indicator will display two white lights in a vertical alignment if the Points are set, locked and detected in the normal position.

*Figure 9022-1 Typical SRP Layout – white light type*

The same indication will be displayed on the lower Points Indicator if Rail Traffic is approaching from the Trailing direction.

As the last vehicle of the departing Rail Traffic Clears the Track-Circuits of the SRP, the Points Indicator lights may extinguish.

Where the Rail Traffic Crew approaches the SRP and observes the Points Indicators are flashing or due to a system failure they are not illuminated, the approaching Rail Traffic must be brought to a stand Clear of the Points and confirm the Points are correctly set and locked before traversing the Points.

All faults or failures of the SRP must be reported in accordance with Rule 2009 Reporting and Responding to Condition Affecting the Network (CAN).
Points Indicators will flash to indicate either:-

- loss of detection; or

- for a predetermined time:
  - when the door for the manual operation button is first opened; and
  - when the Points are requested to move, before movement of the Points begins.

### 3.2 Reversing Points

#### 3.2.1 Remote radio operation

Where remote control is provided, the on board radio equipment may be used by the Rail Traffic Crew to move Points to reverse. The control equipment will only accept a call for the Points to move after the Rail Traffic has been detected as being stationary on one of the approaches to the Points.

Radio operation requires the Rail Traffic Crew to enter the 3 digit code displayed on the radio code sign into their radio on UHF channel 50.

This code ensures that where there are more than one set of SRP in any area, only the correct set will respond.

The Rail Traffic Crew can either send the 3 digit code by selecting the appropriate command on the Locomotive touch screen display or by entering the code on their portable UHF radio handset.

![Figure 9022-2 SRP radio code sign](image_url)

#### NOTE: The code varies from site to site and is displayed on a sign located alongside the Points.

No in cab indications are provided, the Rail Traffic Crew must check the indicators to confirm the Points setting.

When the Points are set in the reverse position, the two white lights on the upper and lower Points Indicator will be illuminated at 45 degrees, indicating the Points are set for reverse.

When the Points are moved to reverse or normal, they remain time locked for 30 seconds. After this time it is possible to move the Points.
3.2.2 Manual operation
A manual “PRESS TO OPERATE POINTS” button is provided in the crank handle case to give manual operation of Points in the event that radio operation is not working.

Provided the Track-Circuit is Occupied, an indicator in the push button case will display “Points free” after 30 seconds.

When the push button is operated, the Points Indicator lights will extinguish and the Points will move to reverse. After the Points are set into reverse and become locked and detected, the Points Indicator will illuminate to correspond with the lie of the Points.

At some SRP the Points free indicator may remain lit until the Points are set and detected, at which time the Points locked indicator will illuminate.

At other SRP Locations the Points free indicator will be extinguished when the button is pushed, followed by a delay before the Points move to reverse. During this time the Points Indicator lights will flash until the Points are set and detected.

The Points locked indicator will only illuminate at some Locations when they are locked by Track locking as the Rail Traffic traverses the Points or after the Points are called to move whilst the Points Indicators are flashing.

3.2.3 Shunt movements
For Shunt movements from the Main Line to the loop or junction, the Points Indicator will illuminate, if not already illuminated, when Rail Traffic comes to a stand at a predetermined distance from the Points.

The indicator will display two white lights in a vertical alignment indicating the Points are set in the normal position.

The Rail Traffic Crew may then operate the Points using either the remote or manual operation methods.

3.3 Points Restoration
After any Rail Traffic movement where the Points have been set to reverse and the last vehicle of the Rail Traffic has Cleared the SRP Track-Circuits, the Points Indicator may extinguish after a predetermined period and the Points will automatically move back to the normal position.
4. Coloured Light Type

There are three LED lights (white, yellow, red).

- White – indicates the Points are set and detected in the normal position.
- Yellow – indicates the Points are set and detected in the reverse position.
- Red – indicates the Points are not detected or, are about to move.

NOTE: A coloured light type SRP Points Indicator is continually illuminated.

Figure 9022-4 Typical SRP Points Indicators layout – coloured light type
4.1 Through Movements

**WARNING:** Usually SRP are left set in the normal position; however Rail Traffic Crews should be prepared to stop short of the Points in the event they have been left in the reverse position or have lost detection.

When Rail Traffic approaches the SRP in the Facing direction, the top indicator should be illuminated with a white light provided the Points are set, locked and detected in the normal position.

If Rail Traffic is to pass through the Points on the Main Line in the normal position, there is no requirement to stop provided there is a white light displayed on the Points Indicator.

The same indication will be displayed on the lower Points Indicator if Rail Traffic is approaching from the Trailing direction.

Where the Rail Traffic Crew are approaching SRP, and the Points Indicator is at red or due to electrical failure the Points Indicator is not illuminated, Rail Traffic must:

- be brought to a stand Clear of the Points; and
- confirm the Points are correctly set and locked before traversing the Points.

All faults or failures of the SRP must be reported in accordance with Rule 2009 Reporting and Responding to Condition Affecting the Network (CAN).

4.2 Reversing Points

4.2.1 Remote radio operation

Where remote control is provided, on board radio equipment may be used by the Rail Traffic Crew to move the Points to reverse.

Radio operation requires the Rail Traffic Crew to enter the 3 digit code displayed on the radio code sign into their radio on UHF channel 50. This code ensures that where there are more than one set of SRP in any area, only the correct set will respond.

The control equipment will only accept a call for the Points to move after the Rail Traffic has been detected as being stationary on one of the approaches to the Points. Approaches are indicated by wayside white posts in both the Facing and Trailing directions.

Once the Rail Traffic has been detected as stationary a blue flashing light will illuminate and the 3 digit code can be used to call the Points.

The Rail Traffic Crew either sends the 3 digit code by selecting the appropriate command on the Locomotive touch screen display or by entering the code on their portable UHF radio handset.

If the code is accepted, the blue flashing light will extinguish and the Points Indicator will change to red. After 30 seconds the Points will move and the indicator will display a white or yellow indication once the Points are detected in the required position. The Points will lock for 2 minutes before becoming free again.
If the *Points* fail to be detected in the called position, they will immediately become free again to allow them to be returned to their original position.

The *Points* will re-lock and the blue flashing indicator light will extinguish if the *Points* are not called within 5 minutes of becoming free.

For *Rail Traffic* departing in the *Trailing* direction and waiting for a passing movement, the *Points* will become free for a further 5 minutes once the incoming *Rail Traffic* has passed over the *Points*.

### 4.2.2 Manual operation

**WARNING:** *Rail Traffic Crews* must close the crank handle case door before leaving the *SRP* site.

A manual push button switch is provided in the crank handle case to give manual operation of *Points* in the event that radio operation is not working or the *Points* have re-locked.

Once the crank handle case has been opened, the *Points* free indicator light will illuminate and the *Points* can be called by using the push button.

If the call has been accepted the *Points* will activate in the same way as using the remote radio procedure.

The *Points* will remain free as long as the crank handle case door is left open.

### 4.2.3 Shunting movements

*Rail Traffic Shunting* to or from the *Main Line* to the loop, *Siding* or branch line via the *Points* being in reverse, must stop at the *SRP* and operate the *Points* to the reverse position using either the remote or manual operation methods.

When the *Points* are set in reverse, the indicator will display a yellow light.

### 4.2.4 Points restoration

After any *Rail Traffic* movement where the *Points* have been set to reverse and the last vehicle of the *Rail Traffic* has *Cleared* the *SRP Track-Circuits*, the *Points Indicator* will change from yellow to red, and after a predetermined period, the *Points* will automatically move back to the normal position.
5. Signage

The maximum permissible speed approaching SRP is 40 Km/h, which applies 400m either side of the Points. “40 SRP” speed restriction signs are provided at all Locations.

“NO STANDING BEYOND THIS POINT” signs are provided on the approach to the Points Indicator.

6. Electrical Failures

**WARNING: SRP that have been moved manually must be returned to their designated normal position.**

A crank handle is provided for manual operation of the Points during electrical failures. Once the crank handle is removed, Point detection is lost and power to the Points machine is removed.

When manually working Rail Traffic through a set of SRP, the crank handle must be kept out of the crank handle case until all of the Rail Traffic has passed over the Points.

### 6.1 Restoring SRP to Normal

When crank handle operation has been used, the Points must be returned to their normal position after the Rail Traffic movement and the Network Controller advised.

To avoid undue delays to Rail Traffic, the Network Controller may give permission for the Rail Traffic Crew to leave the Points in the reverse position and the crank handle out of the crank handle switch.

The Network Controller must:

- record on the Network Control Diagram the position of the Points and that the crank handle is out of the crank handle switch;
- Issue a warning in accordance with Rule 2009 Reporting and responding to a Condition Affecting the Network (CAN) to the Rail Traffic Crew of Rail Traffic approaching that Location;
- Continue to Issue warnings until the SRP has been restored to normal and the crank handle restored to the crank handle switch.

The Network Controller can arrange for the next Rail Traffic Crew or other Competent Worker to restore the SRP and crank handle to normal.
7. Use by Road Rail Vehicles

When Road Rail Vehicles and Track machines are required to traverse over SRP, the Points must be operated using the manual operation method.

The Points must be manually restored to normal when the Road Rail Vehicle or Track machine has moved Clear of the Points.

8. References

2009 Reporting and responding to a Condition Affecting the Network (CAN)

9. Effective Date

4 May 2016