

# Network Safeworking Rules and Procedures

## Clipping Points

Procedure Number: 9000



**Brookfield**  
Rail

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## Document Control Identification

Document title	Number	Version	Date
9000 – Clipping Points		1.0	31 March 2016

## Document History

Publication version	Effective date	Page(s) affected	Reasons for and extent of change(s)
9000 – Clipping Points	4 May 2016		

## Authorisation



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31 March 2016



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# Glossary for this Procedure

<i>Authority</i>	Formal name for a written Authority (e.g. Local Possession Authority, Alternative Proceed Authority).
<i>Competent Worker</i>	A worker certified as competent to carry out a relevant task.
<i>Facing Points</i>	Points with the switch blades facing approaching rail traffic where the track diverges.
<i>Network Controller</i>	A Competent Worker who authorises and issues Occupancy Authorities, and works points, signals and other signalling equipment to manage routes for safe and efficient transit of rail traffic in the Network.
<i>Points</i>	A track component consisting of paired pieces of tapered rail (blades) that can be moved and set to allow tracks to diverge or converge.
<i>Rail Traffic</i>	Trains and track vehicle or vehicles travelling on the network.
<i>Route</i>	The rail traffic path from one limit of authority to the next in the direction of travel.
<i>Running Line</i>	A line (other than a siding) that is used for through movement of rail traffic, not normally used for stabling rail vehicles.
<i>Secure</i>	To safeguard against accidental or unauthorised access or movement.
<i>Special Padlock</i>	A padlock other than any standard issue rail padlock.
<i>Travel</i>	Planned or purposeful movement from one location to another.
<i>Wrong Running-Direction</i>	The direction opposite to the normal direction of travel on unidirectional lines.

# 1. Purpose

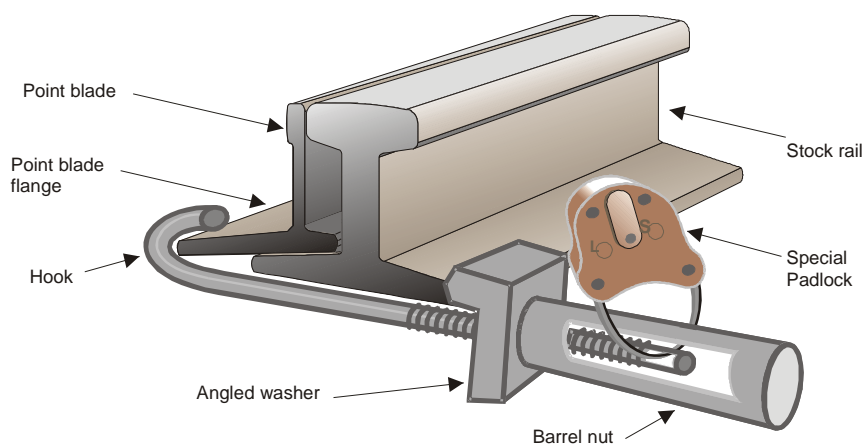
The purpose of this Procedure is to outline how *Points* clips are used to *Secure Points* in the normal or reverse position. They may also be used to *Secure* expansion joints for *Wrong Running-Direction* movements.

# 2. General

*Facing Points* on *Running Lines* must be locked. The *Points* must be clipped if it cannot be assured that the *Points* will remain in the correct position.

Where possible a *Points* clip must be padlocked using a *Special Padlock*. If the *Points* clip cannot be padlocked, the *Points* must be inspected before each *Rail Traffic* movement.

Figure 9000-1 Example of a fitted points clip



## 3. Fitting a Points Clip

### 3.1. Competent Worker

Make sure that you can do the work safely.

Where necessary, get *Authority* from the *Network Controller* to clip the *Points* and an assurance the *Points* will not be operated.

Make sure that you use the correct type of *Points* clip.

Make sure that the *Points* are in the correct position.

Fit the *Points* clip at the correct position, as close to the toe of the *Point* blade as possible, for that set of *Points*.



**WARNING: Over tightening the *Points* clip can cause rail roll that may lead to derailment.**

Make sure that the *Points* clip is fitted:

- to the underside of the rail;
- between the sleepers;
- with the jaws of the *Points* clip positioned on the rails and tighten; and
- where practicable, use a *Special Padlock* to padlock the *Points* clip;

Where “K” blades are in use, make sure the “K” blades are aligned with the main *Points* and clip the closed “K” blade;



**NOTE: In some cases, such as when connecting rods have been disconnected for maintenance, it may be necessary to clip all *Points* blades to ensure the safe passage of *Rail Traffic* over them.**

Make sure that the *Points* are properly closed and that the *Route* is correct before allowing *Rail Traffic* to *Travel*.

## 4. References

Nil

## 5. Effective Date

4 May 2016