

Network Safeworking Rules and Procedures

Clipping and Securing Points

Rule Number: 9000

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Document History

Version	Effective Date	Pages updated	Reasons for change
2.0	03 02 2020	All	Major Review

Table of Contents

1.	Purpose.....	3
2.	General	3
3.	Fitting a Points Clip	4
3.1	Competent Worker	4
4.	References.....	4
5.	Effective Date.....	4

1. Purpose

The purpose of this procedure is to outline how *Points* are *Secured* in a normal or reversed position. *Points* clips may also be used to *Secure* expansion joints for *Wrong Running-Direction* movements.

2. General

Facing Points on *Running Lines* must be set and *Secured* for the safe passage of *Rail Traffic*.

Where the *Points* can be set and *Secured* in the *Network Control System*, the *Network Controller* must do so.

Where a *Competent Worker* requires *Blocking Facilities* to be applied to *Points*, Rule 6003 Blocking Facilities apply.

The *Points* must be clipped if it cannot be assured that the *Points* will remain in the correct position.

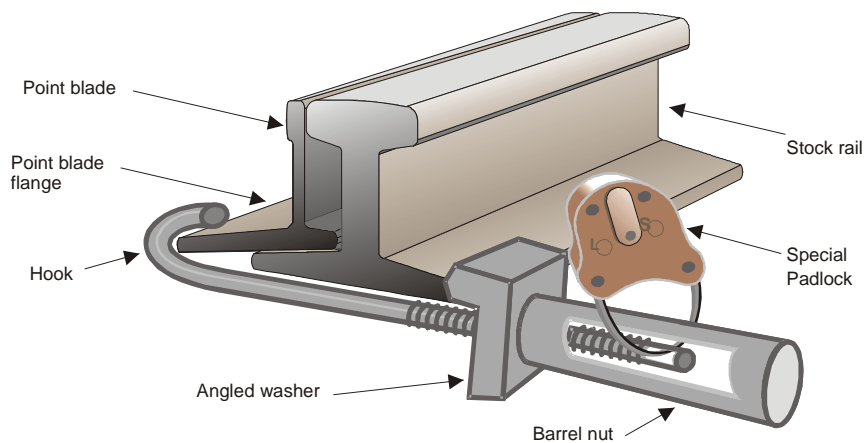
Mechanical *Points* must be set and padlocked using a *Special Padlock*.



NOTE: Where mechanical *Points* cannot be padlocked, they must be clipped.

Point clips 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

6003 Blocking Facilities

5. Effective Date

3 February 2020