

# Network Safeworking Rules and Procedures

## Operation of Self Restoring Points

Procedure Number: 9022



**Brookfield**  
Rail

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**Adam Sidebottom**  
Rail Safety Manager  
Brookfield Rail  
31 March 2016



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# Glossary for this Procedure

<i>Clear</i>	<p>A proceed indication displayed by a signal.</p> <p>In reference to a track circuit, block, section or signal route, the absence of rail traffic.</p> <p>In reference to track workers being clear of track.</p>
<i>Crossing Locations/Stations</i>	<p>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.</p>
<i>Facing Points</i>	<p>Points with the switch blades facing approaching rail traffic where the track diverges.</p>
<i>Issue</i>	<p>To provide or send copies of authorities, warnings, notices and Network publications to affected Competent Workers by voice, hand delivery or electronic means.</p>
<i>Location</i>	<p>A place in the Network with a designated name, identification number, or signalling reference.</p>
<i>Locomotive</i>	<p>Self-propelled, non-passenger-carrying railway vehicles used for hauling other (typically freight or passenger) rolling stock.</p>
<i>Main Line</i>	<p>The running line (not including Loops) normally used for running rail traffic through and between locations</p>
<i>Occupancy</i>	<p>Presence of rail traffic or track workers on track.</p>
<i>Points</i>	<p>A track component consisting of paired pieces of tapered rail (blades) that can be moved and set to allow tracks to diverge or converge.</p>
<i>Points Indicator</i>	<p>An indicator showing the position of points.</p>
<i>Rail Traffic</i>	<p>Trains and track vehicle or vehicles travelling on the network.</p>
<i>Rail Traffic Crews</i>	<p>Competent Workers responsible for the operation of the Motive Power Unit.</p>
<i>Road Rail Vehicle</i>	<p>A road vehicle fitted with additional rail gear that enables the vehicle to be driven on rail.</p>

<i>Self Restoring Points (SRP)</i>	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)
<i>Shunt</i>	To move rail traffic, rakes of vehicles, or vehicles on lines for purposes other than through movement.
<i>Sidings</i>	A portion of track where vehicles can be placed clear of the running lines.  Also see intermediate siding.
<i>Track-Circuit</i>	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.
<i>Trailing Points</i>	Points with the switch blades facing away from approaching rail traffic where the track converges.
<i>Station</i>	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.
<i>Track</i>	The combination of rails, rail connectors, sleepers, ballast, points and crossings.
<i>Track Circuits</i>	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.
<i>Trailing (Points) Direction</i>	Points with the switch blades facing away from approaching rail traffic.
<i>Train Order Territory</i>	The portions of line where the Train Order system of Safeworking is used.

# 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.



Figure 9022-2 SRP radio code sign

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.



**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*.



Figure 9022-3 Local control panel/crank handle case

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

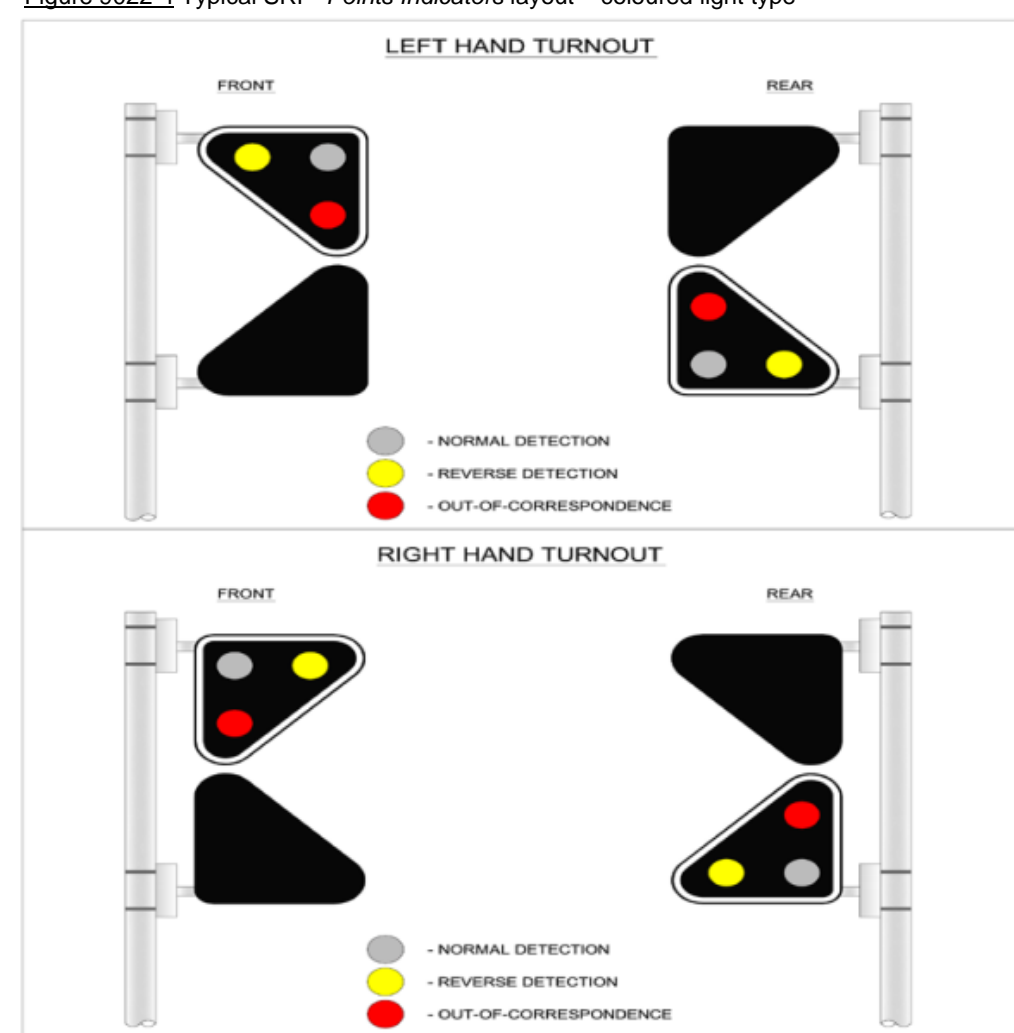
There are three LED lights (white, yellow, red).

- 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