

ANGE 226

Planned Removal of 1500V Supply in Electric Vehicle Maintenance Centres

Applicability

NSW

SMS

Publication Requirement

External Only

Document Status

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2.0	11 October 2015

Purpose

To prescribe the rules for planned removal and restoration of the 1500V supply in *Electric Vehicle Maintenance Centres* (EVMCs).

General

The 1500V supply *must* be removed only:

- if prescribed approvals have been obtained, and
- in accordance with the requirements specified in the *Maintenance Representative's Electrical Safety Instructions*.



If storage or servicing roads in an Electric Vehicle Maintenance Centre (EVMC) can be individually *rail-connected*, the special instructions kept at the EVMC must be applied in place of this Rule.

Planning and notification

The *Electrical Representative* must tell the Officer in Charge of the EVMC about the intention to remove 1500V supply from sections of 1500V overhead wiring within the EVMC.

The Electrical Representative must:

- make sure that the planned removal of power is advertised, and
- at least 24 hours before the intended starting time, issue a Z.609A form *Notification for the Removal of 1500 volt Supply for Engineering Work in Electric Vehicle Maintenance Centres* to notify the extent of the isolated 1500V overhead wiring sections.

Removal of the 1500V supply from an overhead wiring section must be *authorised* or notified using an *Authority for Removal of Supply from 1500 Volt Sections* form.

Clearance to remove 1500V supply

The *Electrical System Operator* must get clearance from either the *Running Supervisor* or the *Train Controller* before removing the 1500V supply.

If removal of 1500V supply affects only those roads that have individual combined isolating and rail-connecting switches, the Running Supervisor must give the clearance for the removal.

If removal of 1500V supply affects more than those roads that have individual combined isolating and rail-connecting switches, the Train Controller must give the clearance for the removal.

Before giving the clearance, the Running Supervisor or the Train Controller must record, in *permanent form*, the details about the clearance to remove the 1500V supply.

Applying blocking facilities

Signallers must prevent *trains* from entering the isolated 1500V overhead wiring sections by:

- setting signals at STOP, and
- applying *blocking facilities* in accordance with Rule ANSG 614 Blocking facilities, and
- making sure that *protection* has been applied to prevent entry by way of unsignalled *routes*.



If it bridges isolated and live 1500V overhead wiring sections, a raised *pantograph* will re-energise an isolated section.

Travel between live and isolated sections

Electric trains or electric *locomotives* must not enter or leave an isolated 1500V overhead wiring section unless:

- their pantographs have been lowered with the air supply isolated, and
- they are hauled by diesel locomotives.

If the motive power of an approaching train is not known, before the train may enter an isolated 1500V overhead wiring section, the relevant Signaller must:

- stop the train, and
- determine that its motive power is non-electric.

Restoring 1500V supply

The 1500V supply must be restored in accordance with the requirements specified in the Maintenance Representative's Electrical Safety Instructions.

When the 1500V supply has been restored, the Electrical System Operator must tell the Running Supervisor or relevant Train Controller.

Removing blocking facilities

If they are not needed to protect other work in the isolated 1500V overhead wiring sections, Signallers must:

- remove blocking facilities, and
- tell Train Controllers.

Related ARTC Network Procedures

ANPR 706	Removing 1500V supply in Electric Vehicle Maintenance Centres
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Effective Date

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